



Hongkong

Press.

ESTABLISHED 1857.

THE PLEASURE OF MOTORING
is accentuated
By wearing MOTOR GLASSES.
Protect the eyes from wind and dust.
Supplied by
N. LAZARUS
OPHTHALMIC OPTICIAN,
25, Queen's Road Central, HONGKONG.

No. 19,252. 號二十五百二千九萬一第 日二十月二十年未己 HONGKONG, WEDNESDAY, FEBRUARY 11th, 1920. 叁拜禮 號一拾月二年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.

CONTREXEVILLE

A Natural Mineral Water

Bottled at the "Pavillon" Spring

Contrexeville (Vosges).

CALDBECK,

MACGREGOR & CO.

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75

CARTRIDGES! CARTRIDGES!

CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.

19, QUEEN'S ROAD CENTRAL,
HONGKONG.

FURNITURE AND PHOTO GOOD

GLASS ENGRAVING, SIGN-BOARD AND
MIRROR MAKING.
CANTON MARBLE IN VARIOUS SHAPES.
Photographic Goods of Every Description
in Stock.
DEVELOPING, PRINTING AND ENLARGING
UNDER TAKEN.
TELEPHONE 1215.

PEAK TRAMWAY COMPANY

LIMITED.

TIME-TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " " 8.30 " " 10 " "
8.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " " 15 " "
12.30 p.m. to 2.00 " " 10 " "
2.00 " " 3.00 " " 15 " "
3.00 " " 4.00 " " 10 " "

NIGHT CARS.

8.40 p.m. to 9.00 p.m. Every 30 minutes
9.20 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAY

Extra Car—12.00 Midnight
SUNDAY
7.30 a.m.
8.00 " " 10.30 a.m. Every 15 minutes
10.30 " " 11.00 " " 15 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 15 " "
1.00 p.m. to 3.30 " " 15 " "
3.30 " " 5.00 " " 15 " "
5.00 " " 6.30 " " 15 " "
6.30 " " 8.00 " " 10 " "

AS ON WEEK DAYS.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Build-
ings, Des Vaux Road Central.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compro Order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, SEPTEMBER 18th, 1919, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS.

Stations	No. 1 Local	No. 2 Through Express	No. 3 Local	No. 4 Through Slow	No. 5 Local	No. 6 Through Express	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through
CANTON (at She Wan)	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
KERRY LING	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15
Sheun Chai	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25
Shing Mun	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35
Shing Mun	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45
Shing Mun	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55
Shing Mun	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05
Shing Mun	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15
Shing Mun	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25
Shing Mun	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35
Shing Mun	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45
Shing Mun	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55
Shing Mun	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	1.65
Shing Mun	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	1.75
Shing Mun	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	1.85
Shing Mun	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	1.65	1.95
Shing Mun	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	1.75	2.05
Shing Mun	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	1.85	2.15
Shing Mun	10.35	11.05	11.35	12.05	12.35	1.05	1.35	1.65	1.95	2.25
Shing Mun	10.45	11.15	11.45	12.15	12.45	1.15	1.45	1.75	2.05	2.35
Shing Mun	10.55	11.25	11.55	12.25	12.55	1.25	1.55	1.85	2.15	2.45
Shing Mun	11.05	11.35	12.05	12.35	1.05	1.35	1.65	1.95	2.25	2.55
Shing Mun	11.15	11.45	12.15	12.45	1.15	1.45	1.75	2.05	2.35	2.65
Shing Mun	11.25	11.55	12.25	12.55	1.25	1.55	1.85	2.15	2.45	2.75
Shing Mun	11.35	12.05	12.35	1.05	1.35	1.65	1.95	2.25	2.55	2.85
Shing Mun	11.45	12.15	12.45	1.15	1.45	1.75	2.05	2.35	2.65	2.95
Shing Mun	11.55	12.25	12.55	1.25	1.55	1.85	2.15	2.45	2.75	3.05
Shing Mun	12.05	12.35	1.05	1.35	1.65	1.95	2.25	2.55	2.85	3.15
Shing Mun	12.15	12.45	1.15	1.45	1.75	2.05	2.35	2.65	2.95	3.25
Shing Mun	12.25	12.55	1.25	1.55	1.85	2.15	2.45	2.75	3.05	3.35
Shing Mun	12.35	1.05	1.35	1.65	1.95	2.25	2.55	2.85	3.15	3.45
Shing Mun	12.45	1.15	1.45	1.75	2.05	2.35	2.65	2.95	3.25	3.55
Shing Mun	12.55	1.25	1.55	1.85	2.15	2.45	2.75	3.05	3.35	3.65
Shing Mun	1.05	1.35	1.65	1.95	2.25	2.55	2.85	3.15	3.45	3.75
Shing Mun	1.15	1.45	1.75	2.05	2.35	2.65	2.95	3.25	3.55	3.85
Shing Mun	1.25	1.55	1.85	2.15	2.45	2.75	3.05	3.35	3.65	3.95
Shing Mun	1.35	1.65	1.95	2.25	2.55	2.85	3.15	3.45	3.75	4.05
Shing Mun	1.45	1.75	2.05	2.35	2.65	2.95	3.25	3.55	3.85	4.15
Shing Mun	1.55	1.85	2.15	2.45	2.75	3.05	3.35	3.65	3.95	4.25
Shing Mun	1.65	1.95	2.25	2.55	2.85	3.15	3.45	3.75	4.05	4.35
Shing Mun	1.75	2.05	2.35	2.65	2.95	3.25	3.55	3.85	4.15	4.45
Shing Mun	1.85	2.15	2.45	2.75	3.05	3.35	3.65	3.95	4.25	4.55
Shing Mun	1.95	2.25	2.55	2.85	3.15	3.45	3.75	4.05	4.35	4.65
Shing Mun	2.05	2.35	2.65	2.95	3.25	3.55	3.85	4.15	4.45	4.75
Shing Mun	2.15	2.45	2.75	3.05	3.35	3.65	3.95	4.25	4.55	4.85
Shing Mun	2.25	2.55	2.85	3.15	3.45	3.75	4.05	4.35	4.65	4.95
Shing Mun	2.35	2.65	2.95	3.25	3.55	3.85	4.15	4.45	4.75	5.05
Shing Mun	2.45	2.75	3.05	3.35	3.65	3.95	4.25	4.55	4.85	5.15
Shing Mun	2.55	2.85	3.15	3.45	3.75	4.05	4.35	4.65	4.95	5.25
Shing Mun	2.65	2.95	3.25	3.55	3.85	4.15	4.45	4.75	5.05	5.35
Shing Mun	2.75	3.05	3.35	3.65	3.95	4.25	4.55	4.85	5.15	5.45
Shing Mun	2.85	3.15	3.45	3.75	4.05	4.35	4.65	4.95	5.25	5.55
Shing Mun	2.95	3.25	3.55	3.85	4.15	4.45	4.75	5.05	5.35	5.65
Shing Mun	3.05	3.35	3.65	3.95	4.25	4.55	4.85	5.15	5.45	5.75
Shing Mun	3.15	3.45	3.75	4.05	4.35	4.65	4.95	5.25	5.55	5.85
Shing Mun	3.25	3.55	3.85	4.15	4.45	4.75	5.05	5.35	5.65	5.95
Shing Mun	3.35	3.65	3.95	4.25	4.55	4.85	5.15	5.45	5.75	6.05
Shing Mun	3.45	3.75	4.05	4.35	4.65	4.95	5.25	5.55	5.85	6.15
Shing Mun	3.55	3.85	4.15	4.45	4.75	5.05	5.35	5.65	5.95	6.25
Shing Mun	3.65	3.95	4.25	4.55	4.85	5.15	5.45	5.75	6.05	6.35
Shing Mun	3.75	4.05	4.35	4.65	4.95	5.25	5.55	5.85	6.15	6.45
Shing Mun	3.85	4.15	4.45	4.75	5.05	5.35	5.65	5.95	6.25	6.55
Shing Mun	3.95	4.25	4.55	4.85	5.15	5.45	5.75	6.05	6.35	6.65
Shing Mun	4.05	4.35	4.65	4.95	5.25	5.55	5.85	6.15	6.45	6.75
Shing Mun	4.15	4.45	4.75	5.05	5.35	5.65	5.95	6.25	6.55	6.85
Shing Mun	4.25	4.55	4.85	5.15	5.45	5.75	6.05	6.35	6.65	6.95
Shing Mun	4.35	4.65	4.95	5.25	5.55	5.85	6.15	6.45	6.75	7.05
Shing Mun	4.45	4.75	5.05	5.35	5.65	5.95	6.25	6.55	6.85	7.15
Shing Mun	4.55	4.85	5.15	5.45	5.75	6.05	6.35	6.65	6.95	7.25
Shing Mun	4.65	4.95	5.25	5.55	5.85	6.15	6.45	6.75	7.05	7.35
Shing Mun	4.75	5.05	5.35	5.65	5.95	6.25	6.55	6.85	7.15	7.45
Shing Mun	4.85	5.15	5.45	5.75	6.05	6.35	6.65	6.95	7.25	7.55
Shing Mun	4.95	5.25	5.55	5.85	6.15	6.45	6.75	7.05	7.35	7.65
Shing Mun	5.05	5.35	5.65	5.95	6.25	6.55	6.85	7.15	7.45	7.75
Shing Mun	5.15	5.45	5.75	6.05	6.35	6.65	6.95	7.25	7.55	7.85
Shing Mun	5.25	5.55	5.85	6.15	6.45	6.75	7.05	7.35	7.65	7.95
Shing Mun	5.35	5.65	5.95	6.25	6.55	6.85	7.15	7.45	7.75	8.05
Shing Mun	5.45	5.75	6.05	6.35	6.65	6.95	7.25	7.55	7.85	8.15
Shing Mun	5.55	5.85	6.15	6.45	6.75	7.05	7.35	7.65	7.95	8.25
Shing Mun	5.65	5.95	6.25	6.55	6.85	7.15	7.45	7.75	8.05	8.35
Shing Mun	5.75	6.05	6.35	6.65	6.95	7.25	7.55	7.85	8.15	8.45
Shing Mun	5.85	6.15	6.45	6.75	7.05	7.35	7.65	7.95	8.25	8.55
Shing Mun	5.95	6.25	6.55	6.85	7.15	7.45	7.75	8.05	8.35	8.65
Shing Mun	6.05	6.35	6.65	6.95	7.25	7.55	7.85	8.15	8.45	8.75
Shing Mun	6.15	6.45	6.75	7.05	7.35	7.65	7.95	8.25	8.55	8.85
Shing Mun	6.25	6.55	6.85	7.15	7.45	7.75	8.05	8.35	8.65	8.95
Shing Mun	6.35	6.65	6.95	7.25	7.55	7.85	8.15	8.45	8.75	9.05
Shing Mun	6.45	6.75	7.05	7.35	7.65	7.95	8.25	8.55	8.85	9.15
Shing Mun	6.55	6.85	7.15	7.45	7.75	8.05	8.35	8.65	8.95	9.25
Shing Mun	6.65	6.95	7.25	7.55	7.85	8.15	8.45	8.75	9.05	9.35
Shing Mun	6.75	7.05	7.35	7.65	7.95	8.25	8.55	8.85	9.15	9.45
Shing Mun	6.85	7.15	7.45	7.75	8.05	8.35	8.65	8.95	9.25	9.55
Shing Mun	6.95	7.25	7.55	7.85	8.15	8.45	8.75	9.05	9.35	9.65
Shing Mun	7.05	7.35	7.65	7.95	8.25	8.55	8.85	9.15	9.45	9.75
Shing Mun	7.15	7.45	7.75	8.05	8.35	8.65	8.95	9.25	9.55	9.85
Shing Mun	7.25	7.55	7.85	8.15	8.45	8.75	9.05	9.35	9.65	9.95
Shing Mun	7.35	7.65	7.95	8.25	8.55	8.85	9.15	9.45	9.75	10.05
Shing Mun	7.45	7.75	8.05	8.35	8.65	8.95	9.25	9.55	9.85	10.15
Shing Mun	7.55	7.85	8.15	8.45	8.75	9.05	9.35	9.65	9.95	10.25
Shing Mun	7.65	7.95	8.25	8.55	8.85	9.15	9.45	9.75	10.05	10.35
Shing Mun	7.75	8.05	8.35	8.65	8.95	9.25	9.55	9.85	10.15	10.45
Shing Mun	7.85	8.15	8.45	8.75	9.05	9.35	9.65	9.95	10.25	10.55
Shing Mun	7.95	8.25	8.55	8.85	9.15	9.45	9.75	10.05	10.35	10.65
Shing Mun	8.05	8.35	8.65	8.95	9.25	9.55	9.85	10.15	10.45	10.75
Shing Mun	8.15	8.45	8.75	9.05	9.35	9.65	9.95	10.25	10.55	10.85
Shing Mun	8.25	8.55	8.85	9.15	9.45	9.75	10.05	10.35	10.65	10.95
Shing Mun	8.35	8.65	8.95	9.25	9.55	9.85	10.15	10.45	10.75	11.05
Shing Mun	8.45	8.75	9.05	9.35	9.65	9.95	10.25	10.55	10.85	11.15
Shing Mun	8.55	8.85	9.15	9.45	9.75	10.05	10.35	10.65	10.95	11.25
Shing Mun	8.65	8.95	9.25	9.55	9.85	10.15	10.45	10.75	11.05	11.35
Shing Mun	8.75	9.05	9.35	9.65	9.95	10.25	10.55	10.85	11.15	11.45
Shing Mun	8.85	9.15	9.45	9.75	10.05	10.35	10.65	10.95	11.25	11.55
Shing Mun	8.95	9.25	9.55	9.85	10.15	10.45	10.75	11.05	11.35	11.65
Shing Mun	9.05	9.35	9.65	9.95	10.25	10.55	10.85	11.15	11.45	11.75
Shing Mun	9.15	9.45	9.75	10.05	10.35	10.65	10.95	11.25	11.55	11.85
Shing Mun	9.25	9.55	9.85	10.15	10.45	10.75	11.05	11.35	11.65	11.95
Shing Mun	9.35	9.65	9.95	10.25	10.55	10.85	11.15	11.45	11.75	12.05
Shing Mun	9.45	9.75	10.05	10.35	10.65	10.95	11.25			

OUR LONDON LETTER.

THE ATTEMPTED MURDER OF LORD FRENCH.

IRISH AFFAIRS IN A VICIOUS CIRCLE.
[FROM OUR OWN CORRESPONDENT.]

LONDON, December 22nd.
The dastardly attempt to assassinate Lord French is like a lightning flash that illuminates the dark and stormy sea of Irish discontent. It shows something of the condition of lawlessness existing in Ireland. With one or two exceptions the newspapers on this side of St. George's Channel display a marked measure of restraint in their references to the infamous attack upon Lord French, who is quite rightly looked upon as an outstanding figure of our time. He is not only a great soldier, but he is also a great Irishman.

This crime has deeply stirred public opinion, and it would be very easy to use it to justify a policy of the most rigorous repression in Ireland. That course is not, however, recommended by leading British papers, nor is it advocated by responsible public men. Everybody whose opinion counts desires to see the Irish question settled on as secure a basis as is possible at the earliest moment.

It is to be noted that there is a disposition not to blame Sinn Féin for the wicked murder plot that fortunately miscarried and thereby averted what would have been a political tragedy. Instead, the tendency is to fix the responsibility upon fanatical imbeciles who are hiding behind the skirts of the movement.

Whether this view is the right one to take and the investigations of the authorities in Ireland will doubtless disclose. It will not be the fault of the police if the gang who tried to emulate the infamy of the "Invincibles," who assassinated Lord Frederick Cavendish and Mr. Burke near the same spot thirty-seven years ago, are not brought to justice. Ireland is being scourged from end to end in an endeavour to discover them.

THE REVOLUTIONARY MOVEMENT.

Whatever the result of the man-hunt now going on in Ireland, I do not think anyone who knows what has been taking place in the country of late will absolutely place in Sinn Féin from responsibility. Sinn Féin as a movement is directed against British rule in Ireland, and the intention which is constantly avowed in the most open and aggressive manner is to set up an Irish Republic.

The propaganda carried on publicly and in secret has imbued an impressionable and ignorant peasantry with a spirit of lawlessness beyond all belief. It has swept aside the Nationalist movement and the Nationalist leaders who worked year in and year out to obtain Home Rule by constitutional means. It intrigued with Germany during the war, and prevented the youth of the country from striking a blow for the freedom of the world, including Ireland.

It is the business of statesmanship to deliver Ireland from the tyranny of Sinn Féin. The way the Government deal with the Irish problem in the proposed new Home Rule legislation will be a test of British sincerity. In the present state of affairs in Ireland, however, the handling of such a subject is about the most difficult task that any Government can set its hand to. No matter what is put forward as a basis for the government of Ireland it is sure to be strenuously opposed by one party or the other in the country. Indeed, there are people in Ireland who will not agree to any proposals leading to settlement and peace.

A FIRST-CLASS BLUNDER.

There seems to be some evil genius ever present in the management of affairs in Ireland. It was, for instance, a first-class blunder on the part of Dublin Castle to suppress the *Freeman's Journal* on the very eve of the introduction of a Home Rule Bill. The act lends some colour to the suggestion of fanning the embers of revolt. It is not the act itself that is so extraordinary as the time chosen.

The *Freeman* published an article criticising the policy of the Executive in putting pressure—as it was contended—on the paper on the Irish Civil Service, as Special Constables; and the reply, as a paper of the Dublin Castle, was to the effect of the offending journal and dismantle the printing machinery. This is simply stupid, because whatever the cause, the act of suppression enlarges the scope of the issue and raises one far more important—namely, the freedom of the Press. On this ground it is condemned by every newspaper in Great Britain. This, however, is sarcastically said, the administration in Ireland supports the Cabinet in its attempt to give peace to that troubled land.

Then, following this incident which is essentially provocative, there occurs the dastardly attack on Lord French, which excites loathing from every right-thinking man and arouses a feeling almost of despair. But at the same time it is impossible to disregard the vicious circle denoted by these things. Military repression gives crime its opportunity and its pretext, and crime makes stern measures necessary. Somehow or other this vicious circle must be broken.

LIVING IN FEAR.

A friend who has just returned from Dublin tells me that in the course of his experience of Ireland, which he visits two or three times every year, he has never until now felt himself insecure in going about. The feeling generally among people is similar to what might be expected if one lived inside a powder factory. The danger of an explosion from some slight cause is ever present. In Dublin the police dare not walk abroad singly; they patrol the streets in bodies of half-a-dozen or more at a time, and are always fully armed. Any man who looks like an Englishman is liable to be insulted at any moment.

THE PRINCE OF WALES.

The Prince of Wales's visit to the City to receive an official welcome home from his tour in Canada and the United States was a most important event, and his speech recalls the famous address given by his father, King George, on returning from his Empire tour containing the clarion call, "Wake up, England!"

The Prince first received an address of welcome at the Guildhall, and was subsequently entertained to luncheon at the Mansion House. There was a very distinguished company present. He looked extremely well, and was dressed in khaki. His speech, delivered with excellent effect, contained some remarkable passages, as you have already learned by cable.

The Prince of Wales is going into Society a good deal since his return. Admiral Beatty was his host at dinner the other night; and he attended a dance given by the Hon. Mrs. Rupert Beckett at her house in Grosvenor Street, most of those present being, as is usual on these occasions, quite young people.

SHORTAGE OF PAPER.

The paper shortage reported from America, in which country it is said there will be a deficiency of 200,000 tons in the next 12 months, is not confined to that side of the Atlantic. Newspaper owners here are anxious about the future. A notification has been sent round by the manufacturers to the effect that only 75 per cent. of the quantity of news print supplied hitherto to newspapers will be available in 1920. This means that either the size of papers will have to be reduced or the number of copies that are printed curtailed.

Shortage of pulp is given as the reason for the action of the manufacturers. They are, therefore, obliged to ration their customers. It will be interesting to see what the effect will be in the case of the big dailies. Will they print fewer papers or cut down the size?

The London *Times* has been coming out of late with 25 pages a day, and the *Daily Mail* has on occasion presented its readers with 16 pages. The eagerness of advertisers to buy space has made it necessary for many journals to enlarge their size. The *Mail* is able to boast that its front page has been booked up with advertisements for every day till next March. And the cost of a page advertisement in the *Mail* is £650 per insertion!

THE GERMAN "DON JUAN."

One of the Sunday papers here is publishing the translation of a book recently issued in Paris giving an account of the ex-Crown Prince of Germany while in command of an Army in the Ardennes. The book is called "An G.G.G. Alleman" (At the German Headquarters). The author is M. Henri Demelher, and M. Maurice Barrès, a Member of the Academy of France, has written a vivid preface.

It appears that after shattering his Army at Verdun the Crown Prince gave up all hopes of winning fame as a soldier, and chose Don Juan as his model instead. No good-looking woman in the streets or elsewhere was safe from his attentions. One scandalous episode is described at considerable length. Its nature may be inferred from the local title which the intrigue conferred on the Crown Prince, "Le Jeune de M. Bourrier" (the son-in-law of M. Bourrier). The intervention of the Kaiser, it is said, had to be invoked to end this "romance."

THE COTTON FILM.

I hear that with the view of furthering the British cotton industry in countries overseas it is intended to exhibit the cotton-trade film in one hundred of the largest cities in the world. It was shown in Manchester early last week, and in one of the Committee rooms of the House of Commons on Thursday. The film illustrates the whole process of manufacture, and it was inspected with the utmost interest by Members of Parliament.—H.B.

LONDON'S BUSH TERMINAL.

A NEW TRADING CENTRE.

Whatever regret may be entertained by the Colonial and Commercial interests at large, that the late Earl Grey did not live to realise his ambition to acquire the Aldwych site in the Strand, for the purposes of a permanent Imperial Exhibition and Emporium, it is but due to Mr. Irving T. Bush, of the Bush Terminal Company, New York, to congratulate him upon the success he has achieved in this connection. We are officially informed that after protracted negotiations, he has succeeded in obtaining a lease of the site at a rental of \$35,000 per annum; that the plans of his architect, Mr. Harvey T. Corbett, are almost ready for submission to the London County Council, and that it is hoped to commence the building of the control section in the spring. The wings to follow at a later date. The establishment will be of a more purely commercial character than that contemplated under Earl Grey's scheme, in order that specialised departments might be found for all the leading industries of the United Kingdom. There will be a Control Hall for seasonal Exhibitions and Trade Assemblies, a first-class Buyers' Club and Restaurant, sample rooms, reference libraries and every other convenience such an institution might suggest as desirable. Finally, Mr. W. E. K. Candell, the organiser of the British Industries Fair, to work in conjunction with Mr. R. D. Peck—a Scotchman by the way—who is General Manager. Under existing conditions, no estimate can be formed as to the cost of the building; but what it will involve may be judged from the fact that ten years ago the late Earl Grey considered that a million and a quarter sterling would have to be expended.—*Empire Mail.*

THE NEW OXFORD.

THE PROBLEM OF THE MARRIED DON.

Term is ended and the undergraduates are gone, but the dons remain, and the dons, like the rest of the University, have changed in many ways since the outbreak of war. For a variety of reasons the proportion of married dons has greatly increased. Some who went the safest of bachelors when they went away to the Army or the Government offices have come back as married men, perhaps because a single life is less tolerable in the outside world than in a comfortable common-room, or perhaps because even the dons of the dispersion during the war, on the principle that any marriage is better than none. The war made many gaps in Oxford, whether by deaths or by the loss of men who found more congenial work elsewhere, and there were very few of the young men available who would have filled them in normal times, young men who had newly taken their degrees or waited a year or so on the chance of getting a vacant fellowship. Accordingly, the new appointments have almost all gone to older men, many of them are already married. During, or after, the war at least half a dozen colleges have had a married Junior Fellow. All Souls, for the first time in history, has elected a married man to a prize fellowship. Seniority will come to these men in due course and make their position regular. Their successors may be more circumspect than they have been, and the proportion of married dons may sink again, but, for the present, it leads to some strange innovations in Oxford life.

No one regrets, and hardly anyone remembers, the old days when the dons were a celibate body. It is obviously better that they should be free to marry if they will, and the change has made them a sounder and more useful set of men. Yet it has its disadvantages. It has not been completed, for giving the married man something more than a bachelor's remuneration. In some ways it is hard for a married man to do a don's work, especially on what may be called, too solemnly, the pastoral side of the work. A college is a community with a common life, and the beginning of a common life is living together: for long years enthusiasts for the college system have disliked the married colony of North Oxford, not only for its lamentable architecture, but also because it takes away the dons from their colleges. It has been said that for a college tutor, since he ought to be wedded to his work, marriage is a kind of bigamy. In the present state of things many colleges would have been almost empty of resident dons, if all who were married had gone into red brick houses in the suburbs.

This was not, however, a real possibility, because the statutes of all or most of the colleges lay it down that a certain number of the Fellows must reside in college, so that the practical problem has been to arrange how the married Fellows are to comply with this rule. A few are to comply with this rule. A few colleges, but only a few, have tutors' houses in the college buildings or adjoining them, which solve the question perfectly. The rest have been faced by the housing question in a difficult shape. In several, married dons have had to live in ordinary bachelors' sets of rooms, leaving their wives and families in houses outside. This was done sometimes before the war, though never in nearly so many instances as now, but it would be hard to imagine a less satisfactory arrangement. Bad enough when a suitable house can be found, it is still worse when, as sometimes happens, overcrowded Oxford can provide nothing for the second establishment except remote and uncomfortable lodgings. It is even doubtful whether this plan often succeeds in its purpose of keeping the husband in the college life. Many men are naturally inclined to slip away to their families at every opportunity, but cannot offer to their pupils, and colleagues the same hospitality that can be given in an ordinary ménage. One college, but only one, has made a more daring experiment, in which others so far refuse to follow. It may be because Oriel was accustomed to feminine presences during the war, when one of its quads was lent to the ladies of Somerville College, evicted from their own buildings to make room for a hospital; at any rate, whether for this or another reason, Oriel has admitted the wife of a newly-elected Fellow to live in a set of rooms in the college itself, on an ordinary stairs where the other rooms are tenanted by undergraduates. This plan seems to give the best chance for the married don to take a share in the activities of the college. Most likely it has corresponding disadvantages, and it is not suitable for a don with a family, but although it must still be in the experimental stage, it has succeeded well enough to induce another Fellow of Oriel to arrange for a similar household on the same staircase for next term.

It may be quite a mistake to regard this as a sign of the times, but one is tempted to fancy that it may be a beginning of many changes in the social life of Oxford. One or two colleges are more or less decidedly contemplating the building of "married quarters," flats expressly designed as such. If these are made the "college ladies" will probably be brought more closely into contact with the college life, but there is no prospect of their becoming members of the rooms, and probably neither they nor the men desire that they should be admitted there. The old contradiction in the married don's position will, therefore, remain, and may be accentuated; if the college is to claim him during term not only in his working hours, but also for a good part of his social leisure, his home life will suffer correspondingly. There is a legend that when the husband dined sumptuously at High Table the wife sat down at home to nibble a poached egg. Possibly the present prohibitive price of eggs will alter this, but other things are

(Continued at foot of next column.)

ANTARCTIC PERILS.

THE STORY OF SHACKLETON'S LAST EXPEDITION.

After the conquest of the South Pole by Amundsen (who won the race with the Scott Expedition by a few days only) the one great object of Antarctic travel that remained was the crossing of the South Polar Continent from sea to sea. How the attempt to cross failed is the subject of "South," which is a chronicle by Sir Ernest Shackleton (Helmemann, 25s.) of the daring and endurance of the small British party that were for nearly two years afloat in the fastnesses of the Polar ice, and will certainly be read as long as the love of dangerous living is a British characteristic. When all was prepared for the sea journey and the *Endurance* was ready to start, the storm of war broke and everybody on board (there were enough trained and experienced seamen to man a destroyer) placed himself at the disposal of the Admiralty. Within an hour a laconic reply, "Proceed," was received, and on August 28th the *Endurance* sailed from Plymouth, acting on the express and explicit orders of the Admiralty. The fact that this work of exploration was not suspended will be regarded by historians of the future as a conspicuous proof of Great Britain's calm confidence in the triumph of her sea-power. When the expedition did return the whole number of its members who had come unscathed through the "White War" of the South (to use Sir Ernest Shackleton's picturesque phrase) took their places in the war, and the percentage of casualties among them was high, sad to relate.

It is impossible to give even a bald catalogue of the dangers of life aboard the *Endurance*, when the long Southern voyage had been accomplished and the stout ship had been frozen in among the close-packed floes. As much as might be made of the little everyday humour of this ice-bound existence, and the quaint, howling penguins, with their strangely human aspect, were always a source of entertainment. The roar of ice pressure would come across the otherwise silent fantastical floes, and bring with it a deadly threat. In the end, alas! the strangling grip of the Weddell Sea pack ice crushed and killed the ship. The photographs and word-pictures of this catastrophe give an appalling impression of the blind powers, frozen brute-forces, and agencies of the inanimate, which were mobilised by viewless tides against the Expedition. Then came the perilous journey across the ever-moving ice-floes, when at any moment (indeed, the very thing happened at midnight) after the sinking of the *Endurance* an abyssal crack, a watery crevasse thousands of fathoms deep, might open under the camping-place. Elephant Island was eventually reached by boat, when the men were worn out with exposure and short rations. There, on the dismal beach, they were in constant danger from the stormy sea on the one hand, and on the other from rocks falling from the great overhanging glaciers. Then came the boat voyage to South Georgia, during which annihilation in the tempest-ridden ocean was again and again imminent—especially on one occasion when they seemed about to be overwhelmed by the biggest wave Sir Ernest Shackleton had seen in 23 years' experience of the sea in all its moods. "It's got us," he cried, but the boat lived through it. Lastly came the terrible march over the unexplored and unnamed mountains and glaciers of South Georgia, where the exhausted travellers had a weird experience.

When I look back on those days I have no doubt that Providence guided us. During that long and racking march of 36 hours... It seemed to me often that we were four, not three. I said nothing to my companions on the point, but afterwards Worsley said to me, "Boss, I had a curious feeling on the march that there was another person with us."

The story of the fortunes and misfortunes of the Ross Sea Party and the *Aurora* is yet another chronicle of dangers. It is sad that Mackintosh and Hayward should have been lost after having gone through those many months of unthinkable hardship. But the whole of the volume is a remarkable tribute to leadership that never lost its grip for a moment, and to that high-hearted spirit of duty and discipline which makes such leadership possible. The colour and force of the author's narrative, combined with an unflinching cheerfulness and unflinching sense of humour, make his book a living piece of literature. And it is good to know that, though some have "gone West," the surviving members of the Expedition are still numerous enough to form a nucleus for the next spell of exploratory work in Antarctica. The best thanks that can be given to Sir Ernest Shackleton and his comrades is to further in every possible way a renewal of the attempt to cross the *terra incognita* which must be seen from Mars as a white cap (not doffed periodically as the Martian ice-caps are) on the southern limb of this planet of ours.

helping to bring it to an end. The Oxford ladies, like their husbands, have been out into the world, and the war has prepared the way for changes in their social life, just as it has prepared the way for a great alteration in the position of the women's colleges. Suggestions have been made for founding a ladies' club in Oxford, with a dining-room and a smoking-room, such as many of the Oxford ladies have frequented in London during the war. Twenty years ago such a club could not have found a dozen members; to-day it would probably have a waiting list. Some pessimists hold that no one in Oxford could afford to pay a sufficient subscription, and others that Oxford is still at heart a provincial market town, inhospitable to novelties like this. But whatever is to take its place, the poached egg will no longer give the ladies of Oxford the same satisfaction as of old.—*Morning Post.*

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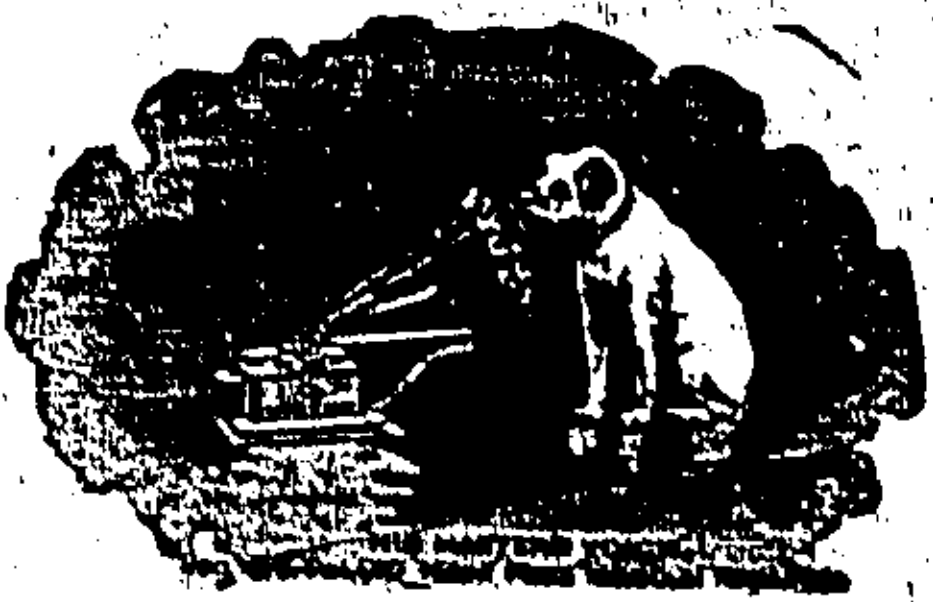
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BELLIOS PUBLIC SCHOOL

ANNUAL DISTRIBUTION OF PRIZES.

The annual distribution of prizes to the students of the Bellios Public School took place yesterday morning, Lady Rees-Davies performing the ceremony. H.E., the Governor was unavoidably absent owing to indisposition. Proceedings commenced with a bright little entertainment, provided by the pupils, after which Miss Clark, the Principal, read the annual report. At the conclusion of the ceremony, Lady Rees-Davies was presented with a bouquet by two little girls.

The following report was presented by the Head Mistress, Miss Clark:—The School was open on 191 days during 1919, and the average daily attendance was 404, an increase of 13 on 1918, which was itself a record. It goes without saying that we still miss Mrs. Tuteber greatly, and very highly appreciate her occasional visits to the School. I, personally, am most grateful for the wise advice and help that is readily given whenever I ask for it.

There have been more changes than usual in the staff, chiefly owing to what I can only call an "epidemic of matrimony." No less than five of the mistresses have been married during the year three leaving in consequence, Mrs. Lambert (Miss Parkes) and Mrs. Galuzzi (Miss Hancock) are especially missed. Miss Shin Tak Hing left to take up work in the Chinese Y.M.C.A., and Miss Barrett was invalided out of the Service in December; I regret to say that she died in January. In October Miss Ritchie and Mrs. Garrod joined the Staff; they teach in the Upper School. Mrs. Updell has more recently joined; she teaches in the mornings only.

Two new rooms for the use of the Staff have been built at the eastern end of the old building; these supply a long-felt want.

With regard to examinations, 19 girls sat for the Senior Local in July; 12 passed, one, Yuen Kwai Sun, with Honours, the only girl to be thus distinguished; she also gained a long-coveted Distinction in English. In December 5 girls entered for the Junior Local, and all passed. 16 girls sat for the Oxford Preliminary in July, and fourteen passed.

Apart from the examination classes, the School was examined throughout in June and December; the Head Mistress examined in all English subjects, the Senior Vernacular Mistress in Chinese. Weekly examinations were held in all classes.

Nine past pupils entered for the Technical Institute Women Teachers' Examination, and all passed, two with Distinction. In the corresponding Vernacular Teachers' Classes, five entered and three passed.

A Laundry Class has been re-introduced this winter; the girls do all the work themselves, and show considerable skill; some of the work is on exhibition in the School to-day.

We held our Peace Celebration on September 28th; we have no hall in which to have a feast, so a Cinema Matinee was decided. This was given at the Victoria Theatre; the kindness of the Proprietor; the afternoon was a most enjoyable one, tea being served in the interval.

These girls are always glad to help those in need; they maintain a cot at the Nethersole Hospital, and support a child at the C.M.S. Orphanage; the sum of \$1,150 was collected for the M.C.L. I think we may claim "Kindness in another's trouble" as a tradition of the School.

Our thanks are due to the subscribers to the Prize Fund, for by their help we have been able to get these books.

Finally, I should like to express my thanks to the Staff. The year 1919, though uneventful, has not been without difficulties; but through all I have had loyal work and help from every member of the Staff. It is with pride that I echo Mrs. Tuteber's words of last year: "I would back my Staff against any other in the Department."

PRIZE LIST.

The following were among the Prize winners.

GOVERNMENT SCHOLARSHIPS:—Class 3: Aida Rose; Class 4: Beatrice Lam; Class 5: Ng Shui Hing; Class 6: Elsa Batalha; Class 7: Anna Thomas; Class 8: Wong Ka Yip; Class 9: Yung Po Yick.

Class 1: Yuen Kwai Sun, Senior Local Certificate (Honours) and Prize, English Prize, 1st Prize; Wong Po Kwai Senior Local Certificate and Prize, 2nd Prize; Lucy Thomas Senior Local Certificate and Prize, 3rd Prize; Cheung Yuk King, 1st Prize; Figueiredo, Lu Choi Ying, Anna Lynn, Tan, Hilda Xavier, Olivia Xavier, Senior Local Certificate and Prize.

Class 2: Elizabeth Chenailoy Junior Local Certificate and Prize, 1st Prize; Annabelle Wong Junior Local Certificate and Prize, 2nd Prize; Bernice Chenailoy and Kwan Wai Kong Junior Local Certificate and Prize, 3rd Prize; Lydia Vao Prize.

Class 3: Wei Kam Lun Oxford Preliminary Certificate and Prize, 1st Prize; Long Kwai Fong Oxford Preliminary Certificate and Prize, 2nd Prize; Lai Po Chuen Oxford Preliminary Certificate and Prize, 3rd Prize; Ivy Chenailoy, Chelly Figueiredo, Julia, Gutierrez, Lau Shuk Ying, Li Ying, Chuen, Greta Mooney, Elaine Osmund, Mercedes Rosario, Beatrice, Jos. Santos, Tung Lan Ching, Carmen Xavier, Oxford Preliminary Certificate and Prize.

A number of prizes for English and for Chinese were also distributed.

PEKING NOTES

(FROM OUR OWN CORRESPONDENT.)

PEKING, January 31st.

THE SNOW.

Peking and vicinity might very well poohise over "The snow, the snow, the beautiful snow." For weeks it has been anticipated, but was delayed until yesterday. Pessimism has prevailed, prices have risen, all because there has been no fall of snow to fertilise the earth. Fortunately, the strain was eased yesterday, although the fall was slight, but there is the prospect of more to come. So far as Peking and neighbourhood are concerned, the prospect is immeasurably improved.

THE RESTORATION OF KIAOCHAO.

Japan has overruled China that she is willing to negotiate regarding the restoration of Kiaochow, but China has not replied, nor is there any likelihood of an immediate answer being returned because not a single minister cares to assume the responsibility, as a matter of fact, all are dodging it. The Government reserved decision until Lu Tseng-shiang's arrival. Lu, never a healthy individual, is very sick to find that after his strenuous failure at Paris, he is to be asked to settle such difficult questions as the Fochow fracas and the Shantung issue. Little wonder, then, that he should develop neuralgia, or any other convenient ailment. Two weeks' leave of absence has been granted him. Meanwhile, it is interesting to know that the President and the Premier are both opposed to the opening of negotiations with Japan. In this, of course, they are supported by public opinion which seems to be unanimously against recognition of the overtures from Japan.

It goes without saying that the question has been much canvassed in the capital. The general opinion seems to be that the communication from the Tokyo Government merits no more than a formal acknowledgment, the contention being that if Japan wishes to hand over Kiaochow without attaching any conditions to this act of grace there is no occasion for discussion. All that is necessary, is that the occupying troops move out on a given date and their successors move in as was done in Flensburg. This, of course, involves an abnegation of Japanese claims in Shantung, which is certainly not contemplated in Tokyo.

Student opinion notwithstanding, it must be obvious that the matter cannot be treated in this manner. Whatever course be taken, there must be discussions, if not negotiations. China is relying upon the League of Nations to right the wrong done by the Peace Conference. For that she cannot be held blameless.

But patience must be exercised. Reversal of Peace Conference awards will not be undertaken lightly nor readily, and it may be years before a universal sense of justice is developed to the extent of affirming that China's case must be respected. Other issues of world importance are involved, which mean that an apparent injustice to China may be permitted for a period rather than that the world should be dragged into another war. Such considerations do not, of course, justify the perpetration of a wrong, but they palliate it to some extent the inclination of the Powers not to rouse any more trouble until they have dealt with other problems which seem to them to call for more immediate consideration.

While it is true that President, Premier and people are at present opposed to the opening of negotiations with Japan, the more practical-minded in Government circles realise that there must be negotiating may be. Some face-saving device will be discovered, and after a fair interval, communication will be opened. But it will doubtless involve the downfall of the present Government. Then the Anfu party will have an opportunity to increase the detestation in which it is held by the liberal elements of the country.

INTERNAL PEACE.

No progress in the unification of the country can yet be reported. Mr. Wang I-tang is still in Shanghai, giving dinners and entertaining, without having got any closer to the South. It does seem remarkable that while the students and chambers of commerce can rouse a public opinion which the authorities have to take notice of, they cannot enforce a demand for internal peace.

LOAN PROSPECTS.

While the Powers are agreed that a loan should be made to China without prejudice to the Consortium plans, there seems to be some difficulty with regard to money. Britain and America take the view that there should be such supervision, but Japan contends that this constitutes an interference in the domestic affairs of the country, against which practice Japan protests with chivalrous punctiliousness. Meanwhile China is anxiously awaiting the five million sterling promised and which she must have by February 16th, otherwise there may be awkward consequences.

Japan is now supporting the British and American attitude.—[E.]

PEKING NOTES.

Peking notes rose to 65 this week but have again declined, the reason for the fall being that some 800,000 dollars of these notes were paid to the Manchurian pensioners the other day, thus flooding the market with them and increasing the demand for silver. It is expected that they will recover again after China Year.

(Continued at foot of next column.)

CURRENCY IN CHINA.

VIOLENT FLUCTUATIONS IN EXCHANGE.

(BY A CORRESPONDENT FROM CHINA.)

A study of the currency in China in recent months shows some remarkable fluctuations in exchange, which obviously must be very bad for trade. There is always a certain amount of confusion concerning currency in China, because there are two units, namely, the tael, which is a certain weight of silver, and the Mex. dollar. The difficulty of giving any exact figures concerning values is that the tael and the dollar are not stable all over the country. At present the Hongkong dollar is rather over 55 in value, and has actually exceeded that of the gold American dollar, although it was always supposed to be about half in value. To go back, we find that until 1853 the value of the dollar in China varied from 45.2d. to 45.10d., but from 1853 until 1857, it was as high as 75.9d. After that came the great decrease in value, which was as low as 15.5d. in 1903. And now we have a 55. dollar, and there seems no more certainty that it will not reach 75.9d. again than there is that it will not fall to 15.5d. within four or five years. For the amazing thing about these violent fluctuations is that they are altogether unexpected. In this connection I may quote the remark of a bullion broker, who said: "What is the good of asking me about exchange in a month's time? It is absolutely certain of what the exchange would be to-morrow, I would immediately make certain contracts, hook my passage back to England, and consider whether I should purchase a country estate in Yorkshire or in Gloucestershire."

Nobody quite knew what effect the war would have, but it is worth noting that in 1915 the exchange had fallen as low as 15.5d., although some transactions were done at 15.5d. Before the war ended the dollar in Hongkong had reached the value of 35.8d., but there had been considerable fluctuations between 1915 and 1918. After the Armistice the dollar fell, and it went down 35. The began the extraordinary rise which has culminated in a dollar above 55 in Hongkong and somewhere up to 55.4d. in Shanghai.

CAUSE OF THE RISE.

It is generally believed that the reason for the rapid rise in the dollar and in silver generally is due to the fact that the Chinese are hoarding silver. There is one aspect of the question which appeals to the writer as being a very feasible way of accounting for some of the shortage. Rouble notes circulate a great deal in the Far East, and before the revolution in China in 1911 banknotes were becoming more and more acceptable to the Chinese. Unfortunately, provincial Governments in China have issued large quantities of notes which have been redeemed at heavy discounts. What the rouble notes are worth it is impossible to state, but it is quite likely that those Chinese who were willing to negotiate in business, and there can be no doubt that the effect of the revolution in China and the revolution in Russia has been to destroy confidence in the Far East. This is a most serious problem, and one that demands immediate attention by those who wish to restore order out of this world of chaos. Whether the best solution is immediately to establish foreign control over the finances of China by means of loans for the introduction of the gold standard, only experts can determine. But somehow or other one cannot help suspecting the banks in this matter of keeping China a silver country, for, of course, they reap a rich harvest from all of these exchange fluctuations and transactions. The ordinary trader does not like gambling in any shape or form, although he is ready for adventure. There is a very great difference between the two things, and the sooner the gambling element in exchange is counteracted the better for the trade in the Far East.—The Times Trade Supplement.

LORD DUNSANY'S PLAYS.

To complete the novelty of the two Dunsany plays, to be produced by the students of the University Union, there will be the additional attraction of wonderful settings and costumes such as have rarely been ventured on before in the Colony. Some startlingly weird lighting effects will be shown especially in "The Gods of the Mountain," which opens with a mysterious vision of Mount Marma growing out of darkness and fading away. This alone promises to be one of the most beautiful stage scenes ever witnessed on the local stage. A matinee will be given on Wednesday, February 18th, at 5.30 p.m.

STUDENTS' PROCESSION.

This afternoon the students to the number of 10,000 or 12,000 paraded the streets demonstrating with a view to the emphasis of three points, namely, that there shall be no negotiations with Japan concerning the retrocession of Kiaochow, that the Fochow affair shall be settled, and that Yang I-tah, the chief of police in Tientsin, shall be punished for his treatment of students in that port. They wound up at the Waichalou, into which they threw all the banners which they had been carrying. One unfortunate incident occurred. Several processionists were foolish enough to attack a Japanese doctor in his motor-car and inflicted injuries, happily not of a serious nature. It is doubly unfortunate inasmuch as previous demonstrations had been characterised with a pleasing restraint.

"THE CHRONICLES OF THE DIE-HARDS."

COLONEL JOHN WARD ON HIS REGIMENT'S EXPERIENCES.

The following are the opening paragraphs of the "Chronicles of the Die-Hards" by Colonel John Ward, C.B., C.M.G., M.P., which are being published in the London Daily Telegraph:—

The 25th Battalion of the Middlesex Regiment had already such travels and remarkable experiences to its credit that it was in quite a matter-of-fact way I answered a summons from Headquarters at Hongkong one morning in November, 1917, and was instructed to hold myself and my battalion in readiness to proceed to a destination unknown. Further conferences between the heads of departments under the presidency of G.O.C. Major-General E. Venetris proved that the destination of the battalion was to be a very cold climate. A private resident at the time that day at the Hongkong Club simply asked me what date I expected to leave for Vladivostok.

The preparations were practically completed when orders were received from War Office at home cancelling all orders relating to the proposed expedition, so we again settled down in our far Eastern home quietly to await the end of the war. Things remained in this condition until June, 1918, when we were suddenly started with an order for half of my battalion stationed at Singapore to embark on the first ship available and join me at Hongkong. This seemed to suggest that the truly wonderful thing called Allied diplomacy had at last made up its mind to do something. After a great deal of bustle we embarked on the *Ping Suei* on a Saturday in July, 1918.

It should be remembered that my men were what were called "Bonders," and equipped for that duty. But since we arrived at Hongkong Headquarters had called in most of our war material to replenish the dwindling supplies of this most distant outpost of the British Empire. Very little information could be gathered as to the nature of the duty we might expect to be called upon to perform. The ignorance of the Staff as to the country in which we were to operate was simply sublime, and most of the material with which I was fitted was quite useless for my purpose. Those things which had been collected on the first notice of movement in 1917 had been discarded, and the difficulty of securing others at short notice was quite insurmountable.

Elaborate preparations had been made for our reception, as we were the first contingent of Allied troops to arrive at Vladivostok. Two Japanese destroyers were to act as our escort from the light-house outside, but they were so busy watching the whole coastline for future possibilities that they forgo all about us until we had arrived near the inner harbour, when they calmly asked for our name and business. Early next morning, August 3rd, they remembered their orders, and escorted us to our station at the wharf, and passed the warships of the Allied nations gallantly decorated for the occasion. A battalion of Czech troops, with band and a guard of honour from his Majesty's ship *Suffolk*, with Commodore Payne, R.N., Mr. Hodgson, the British Consul, the President of the Zemstvo Prava, and Russian and Allied officials assembled on the quay to receive us. As I descended the gangway the Czech band struck up the National Anthem, and a P.O. of the *Suffolk* unfurled the Union Jack, while the armed forces came to the press, and others saluted. Quite a pretty, interesting, and immensely impressive scene. The battalion at once disembarked, and led by the Czech band and our splendid sailors from the *Suffolk*, marched through the town and huge crowds to a saluting point opposite the Czech headquarters, where parties of Czech, Cossack, Russian troops, Japanese, American, and Russian sailors were drawn up, all of whom, except the Japanese, came to the present as we passed. Commodore Payne took the salute for the Allied commanders who were present.

CANTON NEWS.

February 10th.

MILITARY EXPEDITION TO HUNAN.

In connection with the proposed military expedition which Shun Chun-huen, the Chief Administrative Director to the Military Government, has decided to send to Hunan, it is stated that Li Kan-yuen, Lam Hu, and Ma Chai, will lead the advanced guard and the right and left wings respectively, and Shun himself will be in command of the expedition. Shun proposes to establish his headquarters at Shuiwan. Another report mentions that Shun has a ready left for Shuiwan, and that he has telegraphed to Chang Shi-chin, his representative at the Shanghai conference, to return to Canton immediately.

FOREIGN MERCHANTS AND THE STAMP DUTY.

Owing to the action of the police in the case of a British firm which had not complied with the regulations of the stamp duty in issuing receipts for bills, the British Consul-General has lodged a protest on the ground that such regulations are not applicable to foreign merchants, and has asked that the fine be refunded without delay.

GENERAL LUK.

Reports from a reliable source state that General Luk Wing-ting, acting upon the order of the Peking Government, has recently decided to take up the sole control of the affairs in Kwangtung and Kwangsi. General Luk has, also, been ordered by the Peking Government to restore peace in Hunan and disband the People's Army and other unauthorized military organisations which have sprung into existence.

THE JOCKEY CLUB RACES.
SOME OF THE LIKELY PONIES.

SELECTIONS FOR TO-DAY.

Public interest in this year's racing meeting is not weakened by the price of the dollar, and there is every promise of a highly successful meeting. It is more than usually difficult this year however to enter upon the always unprofitable task of spotting the winners—owing to the record number of entries, and the comparatively short season of training.

Generally speaking, there are in each group of ponies about half a dozen animals who stand out among the others, and it may fairly be said that the order in which these will finish in the different races will depend on who is riding. Although a good number of jockeys—Bradd, Vida, Hill, Lemarchand, Crokam, Dalagarno, Bremner and Elina—have arrived from the North, there is no doubt that Burkill, who is unable to come down, Knoll, who is still on the sick list, Dalgleish, Kremer and Mollard (who is at home), will be missed. The local jockeys are Messrs. Johnstone, Reid, Gogg, Kirkpatrick, Sutton, Soares and Mody, and it is said that there are one or two others who will be donning the colours for the first time in Hongkong.

The Derby, to-morrow, is, of course, the great event of the meet. To pick the winner of this race is a task that must be approached warily. Those who are in the know seem very certain that Pile Driver or Plain John, ridden by Johnstone and Reid, will finish in front, while those who remember the splendid manner in which Hill rode Mountain King to victory last year are pinning their faith on Mr. Potts' Allied King. Dalagarno is riding Spoilt Child, which is expected by many to be among the likely winners. But Primrose Dahlia, Hongkong, and Charles must all be watched. The last named has been doing some very convincing gallops.

In giving selections for to-day's events, I am under the disadvantage—which even many owners will be suffering from until this morning—that I do not know in which particular event each pony will run to-day. I have been at some pains to make enquiries in this direction, without much success, and the following selections must be taken with that reservation. The ponies below are, in the opinion of one who is qualified to judge, the best in their different classes:

THE WONG-NEI-CHONG STAKES.—Excelsior for a win, Savernake and Ludlow for places.

THE MAIDEN STAKES.—Charles for a win, High Tide and Hongkong Chief for places.

THE VICTORIA STAKES.—Sandy for a win, Champion Dahlia and Valley King for places.

THE VALLEY STAKES.—Louisa for a win, Brutus and Wee Mouse for places.

THE CHALLENGE CUP.—Mountain King for a win, Kalamazoo and Eclipse Dahlia for places.

THE TIAH PLATE.—Pile Driver for a win, Allied King and Spoilt Child for places.

THE GARRISON CUP.—King Robert for a win, Target and Trumpet for places.

THE RACING STAKES.—Plain John for a win, Red Robe and Salamander for places.

THE JOCKEY CLUB STAKES.—Mighty King for a win, Siamese Cat and Colinton for places.

THE PROFESSIONAL CUP.—Either Louisa or Sinza for a win, Mammy's Child and Seaman for places.

THE KALOGAN PLATE.—Primrose Dahlia for a win, Sunspot and King Cole for places.

THE TOT.

CORRESPONDENCE.

A CORRECTION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

Sir,—The report in your issue of Saturday, the 7th inst., under "Canton News" that Mr. Wan Tak Chang, the Director of the Canton-Kowloon Railway, Chinese Section, has recently gone to Peking to protest against the Military Government's interference with the affairs of the Company, is not accurate.

Our Managing-Director, Mr. Wen, was called up to Peking, accompanied by Mr. B. T. B. Boothby, the newly-appointed Engineer-in-Chief of this Section, to arrange the financial affairs and to settle the terms and conditions of the service agreement of the latter.

I shall, therefore, be glad if you will give publicity to this.—Yours truly,

LIANG SHI HSU,

Acting Managing-Director.

February 9th, 1920.

HONGKONG AND KOWLOON

WHARF AND GODOWN

CO., LTD.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

Sir,—With reference to the concluding paragraph of my letter published in your issue of yesterday I regret that, owing to the inadvertent inclusion in the profits of certain amounts, that the figures given were incorrect and should have been \$5,544,955.53 not \$5,345,690.05 (after allowing for Directors' Fees and other items); the rate of dividend for 1913/1914 should have been 3% instead of 2% per share and the total dividends \$3,420,000 instead of \$3,360,000.—Yours faithfully,

INTERESTED.

SPORT.

GOLF.

GARRISON v. NAVY.

In this match, played on Sunday, the result was as follows:—

singles.

Maj. Leslie Smith 14 Sur.-Qdr. Gribbell —

Lt.-Col. Coles 14 Sgt.-Lt. Cdr. Cockrem —

Maj. Hickling 14 Lt. Casswell 14

Maj. Downing 14 Cdr. Wodehouse 14

Maj. Edwards 14 Lt. Jones 14

Lt.-Col. Croose 14 Lt. Curry 14

Capt. Murray 14 Lt. Stewart 14

Lt. Cordon 14 Sub-Lt. Scott-Moherieff 1

Lt.-Col. Taylor 14 Pay.-Mr.-Lt. Cdr. Holborn 1

Lt.-Col. Clementi 14 Lt.-Cdr. Kilgour 1

Smith 14 Eng.-Cdr. Archard 1

Capt. Archer 14 Lt. Hake 1

Capt. Gray 14 Paymr. Cdr. Boucher 1

Lt.-Col. Wyndham 14 Cdr. Currier 1

Maj. Harding 14 Lt. Col. Currier 1

FOUR-SOMES.

Maj. L. Smith 14 Sur.-Lt. Cdr. Cockrem 1

Lt.-Col. Coles 14 Lt. Casswell 14

Maj. Hickling 14 Cdr. Wodehouse 14

Maj. Downing 14 Lt. Jones 14

Maj. Edwards 14 Lt. Curry 14

Lt.-Col. Croose 14 Lt. Stewart 14

Capt. Murray 14 Sur.-Lt. Scott-Moherieff 1

Lt. Cordon 14 Paymr. Lt. Cdr. Holborn 1

Lt.-Col. Taylor 14 Lt.-Cdr. Kilgour 1

Lt.-Col. C. Smith 14 Eng.-Cdr. Archard 1

Capt. Archer 14 Lt. Hake 1

Capt. Gray 14 Paymr.-Cdr. Boucher 1

Lt.-Col. Wyndham 14 Cdr. Currier 1

Maj. Harding 14 Lt. Col. Currier 1

Total 114 9

Match counts 1 point. Bye 1 point.

ROYAL HONGKONG GOLF CLUB—

LADIES' SECTION.

The Captain's Cup for 1919, presented

by Mr. A. Ritchie, has been won by Mrs.

Kilgout, who beat Mrs. Joseph Taylor in

the final—2 and 1.

BASKET BALL.

In connection with Speech Day at

Queen's College on Saturday, February

14th arrangements are being made for a

short exhibition game of Basket-ball

(Amalgamated Members v. The Rest) at

which His Excellency the Governor has

kindly consented to "throw-off" at 10.45

a.m.

BOXING.

Booking opens this morning (for mem-

bers of the Hongkong Boxing Association

only) for the Boxing Tournament to be

held on Saturday next, February 21st,

at 9.15 p.m. Ring-siders will be glad to

hear that instructions have been given for

the removal of the upright posts, which

at the last of the 83 raised ring-side

seats. Booking for the general public

opens to-morrow.

Reference to our advertisement columns

will show that a change of programme

has been rendered necessary. This is due

to the fact that Stoker Eddie Walters,

who was to have fought "Sky" Kerrison

for the Colony's Welterweight Champion-

ship, has recently been in Sick Bay, and

is not permitted by the doctors to fulfil

his agreement. In place of this Contest

there will be a return contest between

"Peggy" Evans, H.M.S. Hawking, ex-

Middleweight Champion of the Mediter-

ranean Station, and Seaman Hewitt, of

H.M.S. Albatross. These boxers met on

December 13th at the Theatre Royal, the

result being a draw. Hewitt proved him-

self on that occasion to be a boxer of a

very high order; and this re-fight should

be much appreciated.

THE WORLD'S HEAVYWEIGHT

CHAMPIONSHIP.

Jack Kearns, manager for Jack Demp-

sey, said "recently that he had received

sixteen offers for a Dempsey-Carpentier

fight. They were:—

D. J. Tortorich, New Orleans, \$200,000

COMPANY MEETINGS.

HONGKONG CANTON AND MACAO

STEAMBOAT CO. LTD.

The annual general meeting of the above Company was held in the Company's Offices yesterday, the Hon. Mr. S. H. Dodwell presiding. Others present were the Hon. Mr. John Johnstone, the Hon. Mr. E. V. D. Parr, Sir Robert Ho Tung, Mr. W. E. Clark, Mr. W. Sinclair (Directors), Messrs. A. Ritchie, T. F. Hough, M. S. Northcote, F. Mason, Hurley, A. E. Crappell, O. I. Ellis, R. E. Bellios (shareholders), and John Arnold (secretary).

The Chairman said:—Gentlemen,—The year's working, as we are now able to review it, has, I am glad to say, been progressive, and I hope you will think extremely satisfactory, and that the proposed appropriations will meet with your approval. You will have observed that the net earnings of our steamers for the past twelve months have been exceptionally good, so much so that, notwithstanding the unusually heavy expenditure for repairs, your Directors are able to recommend not only a final dividend of 8% per share, but also a bonus of \$0.50 per share. With regard to the appropriation of the remainder of the profits, it is hardly necessary for me to dwell upon the soundness of the policy of writing down the value of our steamers and wharves and of adding to the special fund of dividend fund and special repairs fund as opportunity offers.

The investment fluctuation account has been adjusted to meet the market value of the shares held in local Companies and on the advice of your auditors the Company's sterling investments have been written down to market quotations ruling on December 31st, 1919.

In June last your Directors decided to acquire on joint account with the China Navigation Co., Ltd., a building known as the "Ling Nam Industrial Bazaar" situated on the Bund at Canton, with a view of converting same into Bonded Godowns. The Company will take possession next month and the necessary alterations will be carried out during the current year. To meet altered conditions of trade your Directors were of the opinion that the Company should possess their own godowns, in order to grant shippers every facility in return for their support.

During the year all the Company's vessels have been docked for general overhaul, repairs and Government survey.

Your Directors confirmed Mr. Arnold's appointment as Secretary in August last.

Competition on all the lines operated by the Company continues to be very severe and although prophecy is at all times dangerous, your Directors have no reason for taking a pessimistic view with regard to earnings during 1920. The satisfactory results of the year's working are greatly due to the united and loyal efforts of our staff, and your Board, in recommending a bonus on their salaries for the year of 10 per cent. to the European floating staff and 20 per cent. to the Office staff, feels that it will have your whole-hearted support and approval.

With these few remarks, gentlemen, I beg to propose the adoption of the report and accounts as circulated, and when this has been seconded, I shall be pleased to answer to the best of my ability any questions shareholders may desire to ask. Mr. BELLIOS, in seconding the motion, said that he felt it his duty to congratulate the Chairman and the Directors upon the most successful year they had had. He had been connected with the Company, first as a youth and then a little older man, for a good many years, and he was sure that the success attained was greatly due to the Directors and the good work done both by the past Secretary and the present Secretary. As for the good work done by the past Secretary, he remembered the time—he thought it was in the great typhoon of 1898—when Mr. Clarke was in command of the *Albatross*, that he had to think twice whether he was to hurry back to Hongkong. Capt. Clarke took off his diamond cane, and then brought his ship safely back to Hongkong. As for the present Secretary, his father had rendered excellent service to the Company in his day, and now his son was doing the same. He was sure that the shareholders gladly acquiesced in the bonus being given to staff. He thought the shareholders should give thanks to the Chairman and Directors for the great interest they had taken, resulting in the most successful year they had had for many years.

The motion was carried unanimously.

The Hon. Mr. John Johnstone, the Hon. Mr. E. V. D. Parr, Messrs. W. Sinclair, and W. E. Clark were confirmed on the Directorate, on the proposition of Mr. Northcote, seconded by Mr. Chapman.

The Hon. Mr. S. H. Dodwell and Sir Robert Ho Tung were re-elected Directors, on the position of Mr. RICHIE, seconded by Mr. F. Mason.

Messrs. C. E. Brown, A.C.A., and Mr. A. E. Lowe, F.C.A., were re-elected auditors, with a remuneration of \$600, on the proposition of the Chairman, seconded by Mr. Hough. The Chairman explained that at the beginning of last year the Directors had decided that there should be a monthly audit instead of an annual audit. They had now decided that there should be a quarterly audit.

The Chairman announced that dividend warrants were ready, and could be obtained in the office. There being no further business, the meeting terminated.

Mr. John Arnold thanked the Chairman, the Directors and the shareholders, on behalf of the staff, for the bonus that had been approved.

YANGTSEPOO COTTON MILL.

THE YEAR'S WORKING.

The fifth annual general meeting of shareholders of the Yangtsepoos Cotton Mill, Ltd., was held at the offices of the general managers, Messrs. Jardine, Matheson & Co., Ltd., Shanghai, last week.

Mr. A. Brooke Smith who presided, said in the course of his address:— I think we may well congratulate ourselves upon the excellent outcome of the past year's working, the profit of Tls. 1,347,579.65 being far in excess of any previous record. This gratifying result is most welcome, as it enables us to pay a handsome dividend to shareholders, and at the same time place substantial sums to reserve funds, which for a comparatively young company such as ours is fortunate, in view of the keen competition we must inevitably encounter from the new mills now building and projected in China.

I will now proceed to explain the various allocations, of the balance, at credit of profit and loss account, which I trust will have your entire approval.

THE RETURN TO SHAREHOLDERS.

The preference dividend, the first charge on our profits, absorbs Tls. 33,000.

On the ordinary shares we propose to pay Tls. 34 per share: this means Tls. 700,000 or slightly more than half the year's profit.

Through having one-third of the capital in preference shares, the ordinary shareholders are in a fortunate position when abnormal profits are made, and the return they will receive this year compares very favourably with dividends declared by other mills in Shanghai.

Including the present dividend the company will have returned to shareholders Tls. 555 per Tls. 5 share in five years, which works out at an average of just over 22 per cent. per annum.

The addition of Tls. 210,000 to start a reserve fund will give additional support to the company, and whilst not being earmarked at present for any special purpose, it can, in case of necessity, be utilized in various ways.

The appropriation of Tls. 100,000 to cotton fluctuation fund (making it altogether Tls. 150,000) will place us in a sound position, in view of the wide fluctuations that frequently take place in the raw material in the present somewhat abnormal times.

If you approve of these appropriations we shall have reserves totalling Tls. 750,000, against a capital of Tls. 1,500,000, which must be considered very satisfactory.

HONGKONG TRAMWAY CO. LTD.

The approximate statement of traffic receipts for the week ending February 7th is as follows:—

	Receipts	Aggregate
	for week	for 6 weeks
This Year	\$14,003	78,827
Last Year	14,386	87,291
Decrease	2,383	8,464

INSULTING THE C.S.P.

INTERESTING CASE.

At the Magistracy, yesterday, before Mr. N. L. Smith, a Chinese was charged with using indecent language to the Captain Superintendent of Police.

The Hon. Mr. E. D. C. Wolfe stated that at 6.15 p.m. on Monday he was walking along Hollywood Road, between Bellios School and the Chinese temple, when he met defendant carrying a child upon his arm and a length of sugar cane. As defendant passed him he heard some indecent expression. He looked round and saw defendant walking in a hurried manner in the direction of Ladder Street. Witness followed him and questioned him.

Defendant said that he had used the phrase to a friend jokingly.

Witness, however, stated that the words were intended for him as he and defendant were the only persons on the road at the time. He did not press for a heavy penalty, but he wanted this sort of thing stopped. It was a case of sheer impertinence.

Mr. Smith fined defendant \$5.

TRADE MARKS' CASE.

ALLEGED USE OF CEMENT CO.'S MARKS.

Mr. H. Turner, of Messrs. Denoon, Looker, Denoon and Harston's office, appeared before Mr. N. L. Smith at the Magistracy, yesterday, on behalf of the Green Island Cement Co., and charged the King Kee firm with using the former's trade mark on a number of gunny bags.

Mr. A. H. Crew, for defendant, stated that the bags were purchased from the Kwongtung Cement Co., which never used new bags. Such purchases had been made for over a number of years. He wished to know whether his clients could use the bags with the mark obliterated and further stated that his client would notify the Kwongtung Co.

Mr. Smith adjourned the case.

LANE, CRAWFORD

& COMPANY.

SOLE AGENTS FOR THE CELEBRATED

LINCOLN & BENNETT

HAND-MADE FELT HATS

NEW SHAPES IN

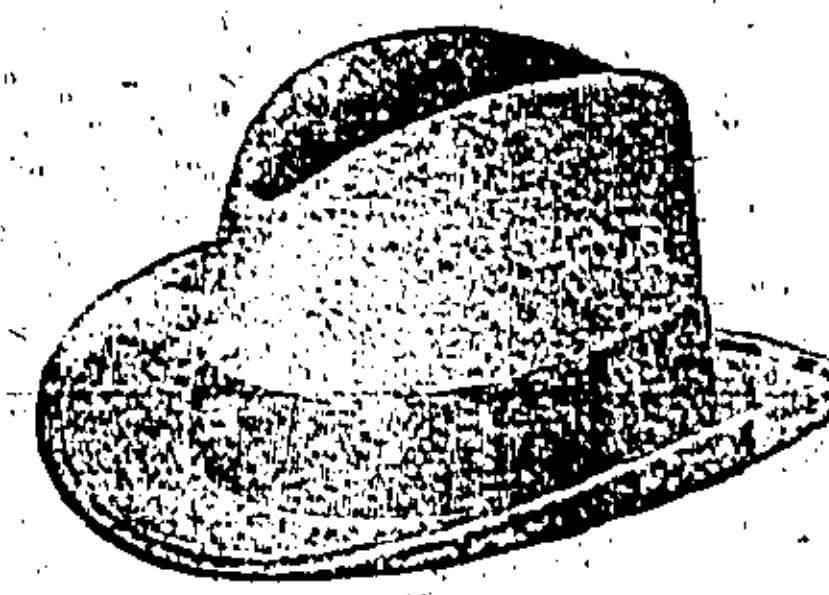
BOWLERS

FOR THE RACES



SOFT FELTS
IN THE
LATEST STYLES
AND COLOURS

\$7.50 TO \$10.00



LANE, CRAWFORD & CO.

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.,

HOTEL MANSIONS,

TOP FLOOR,

HONGKONG.

COLUMBIA
HUMOROUS RECORDS

NEW STOCK OF

"COHEN"

"CASEY"

"BILLY WILLIAMS"

ETC., ETC.

The Anderson Music Co., Ltd.,

16, Des Voeux Road.

Tel. 1322.

Wm. Powell Ltd.
TELEPHONE 144

JUST ARRIVED

SMART RAINCOATS

for Ladies.

OILSKIN COATS

with

SOUTHWESTERS TO MATCH

for

Girls & Boys.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (WEDNESDAY), TO-MORROW (THURSDAY), FRIDAY and SATURDAY, FEBRUARY 11TH, 12TH, 13TH and 14TH, from 11.45 A.M. By Order.

LOWE, BINGHAM & MATTHEWS, Secretaries.
Hongkong, February 10th, 1920. [394]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (WEDNESDAY), TO-MORROW (THURSDAY), FRIDAY and SATURDAY, FEBRUARY 11TH, 12TH, 13TH and 14TH, from 11.45 A.M. By Order.

LOWE, BINGHAM & MATTHEWS, Secretaries.
Hongkong, February 10th, 1920. [395]

A. S. WATSON & COMPANY, LTD.

NOTICE.

RACE DAYS.

ON FEBRUARY 11TH, 12TH, 13TH and 14TH, all Departments will be open for business until 1 P.M. only.

A. S. WATSON & CO., LTD.
Hongkong, February 10th, 1920. [396]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong on SATURDAY, the 28th day of FEBRUARY, 1920, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December 1919.

The REGISTER of SHARES of the Corporation will be CLOSED from Monday, February 15th, to Saturday, February 28th, 1920 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,
N. J. STABB, Chief Manager.
Hongkong, February 10th, 1920. [398]

FOR SALE.

A SIX-ROOMED HOUSE with Tennis Court, quarter of an hour by motor from the G.P.O. Gas and Water laid on. \$35,000 or nearest offer.

Apply—R. S. F.
Care of "Daily Press" Office
399

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motorship "PENBROKESHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

Goods not cleared by Feb. 17th, 1920, at 4 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Feb. 17th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 10th, 1920. [400]

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SEATTLE.

THE Steamship "WEST JENA"

having arrived from Seattle via ports, on February 10th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on February 17th, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after February 17th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.
1st Floor, 10 Wells Building,
14 Des Vaux Road, Central.
Hongkong, February 10th, 1920. [401]

NEW ADVERTISEMENTS

NOTICE.

THE OFFICES AND STATIONS of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on THURSDAY, FEBRUARY 12TH, and on FRIDAY, to MONDAY, FEBRUARY 20TH to 23RD.

T. D. MOORHEAD,
Commissioner of Chinese Customs,
Kowloon and District.
Yick Buildings,
Hongkong, February 10th, 1920. [397]

HONGKONG STOCK EXCHANGE.

THE EXCHANGE will be CLOSED for Business on WEDNESDAY, THURSDAY, FRIDAY, and SATURDAY, FEBRUARY 11TH, 12TH, 13TH, and 14TH.

By Order of the Committee,
W. LOGAN,
Secretary.
Hongkong, February 9th, 1920. [398]

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the transaction of BUSINESS on WEDNESDAY, THURSDAY, FRIDAY, and SATURDAY, FEBRUARY 11TH, 12TH, 13TH, and 14TH, at 11.15 A.M.

Hongkong, February 7th, 1920. [399]

NOTICE OF REMOVAL.

WE have REMOVED our Office to No. 9, QUEEN'S ROAD CENTRAL, First Floor. Entrance is from Ice House Street.

KUHARA TRADING CO., LTD.
(KUHARA SHOT KAISHA, LTD.)
Hongkong, February 8th, 1920. [395]

LOST.

LOST from No. 15, Shelly Street, BULL TERRIER BITCH. Answers name of Molly. Finder will be rewarded returning same.

[390]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATES Nos. 1845 and 3635 for 2 and 1 old silver shares Nos. 10849/10850 and 10199 respectively standing in the books of the Society in the name of EDWARD WILLIAM MATLAND of YOKOHAMA, JAPAN, have been declared LOST and if at the expiration of one month from the date hereof the above documents be not forthcoming the same will be deemed cancelled and of no effect.

C. H. P. HAY,
Deputy General Manager.
Hongkong, January 13th, 1920. [397]

WANTED.

ASSISTANT MASTER and ASSISTANT LADY TEACHER, either temporary or permanent, to teach boys in ordinary English subjects.

Apply—[Box 1]
Care of "Daily Press" Office.
378

TO LET.

OFFICE premises, Queen's Road Central.

Apply—[Box 1]
Care of "Daily Press" Office.
346

TO LET.

GODOWN at Yau-mai.

Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.
[397]

TO LET.

ROOMED FLAT, top of Prince's Building, Fully Furnished, from April 1st, to October 31st, 1920.

For full particulars apply to—
GILMAN & CO., LTD.
[397]

TO LET.

SHOP in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings
[396]

TO LET.

BRITISH CONCESSION, SHAMEN, CANTON.

FOR SALE LOT No. 62, immediately behind the Russian Consulate, with an area of 12,945 square feet, measuring 60 x 140 feet, frontage to creek which is adjacent to Western Exit leading to Coast Boat berths, Shamshui Railway and Grand Trunk Line to Hankow, now in construction.

Apply to—
HERBERT DENT & Co.
[395]

WAI KEE

FLAG AND SAILMAKER.

[No. 129, Des Vaux Road Central, Top Floor, HONGKONG.]

Telephone No. 1832.

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INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING 1920.

TO-DAY (WEDNESDAY), TO-MORROW (THURSDAY), FRIDAY and SATURDAY.

FEBRUARY 11TH, 12TH, 13TH and 14TH.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WILSON, Limited, or at the Gate. Price \$13 or \$4 for each day for the Meeting.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.
Hongkong, February 7th, 1920. [371]

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Races Days WITHOUT TICKETS, which can be had on application to the Undersecretary. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will be fined them, and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, February 7th, 1920. [372]

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that owing to the death of Mr. B. D. KAPTEIN the undersigned Ponies entered in his name to run at the Forthcoming Race Meeting have been sold by Public Auction and will run in the interest and colours of the purchaser as follows:

Leura Mr. G. MOXON
"Black Yellow Hoops & Cap"
Sinza Mr. JOHN PEARL

Spotted Sand Mr. SOARES
"Old Gold, Dark Green Hoops"
Runaway Light Mr. T. F. HOUGH

"Dark Blue, Frimrose Hoops"
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, February 5th, 1920. [373]

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on WEDNESDAY, FEBRUARY 12TH, 1920, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending December 31st, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from February 11th, to February 31st, (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, February 2nd, 1920. [347]

HONGKONG BOXING ASSOCIATION.

RESIDENT—His Excellency Sir R. E. Stubbs, K.C.M.G., Governor.

CHAIRMAN—His Honour Sir William Ross Davies, K.C., Chief Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Headquarters, Grade Ground (adjoining Lower Peak Tram Station). Specially constructed Matched, capable of holding 2,000.

SATURDAY, FEBRUARY 14th, 1920, at 9.15 P.M.

1-15 ROUND CONTEST FOR THE MIDDLEWEIGHT CHAMPIONSHIP OF THE COLONY, AND THE "HONGKONG DAILY PRESS" Belt.

Between Pte. J. H. Mason, R.M.L.I., H.M.S. "Hawkins," and C.E.R.A. Lee, H.M.S. "Ambrose."

2-10 ROUND MIDDLEWEIGHT CONTEST. Between "Peggy" Evans, H.M.S. "Hawkins" (ex-Middleweight Champion of the Mediterranean Station) and Seaman Howitt, H.M.S. "Alacrity."

3-6 ROUND CONTEST FOR THE AMATEUR LIGHTWEIGHT CHAMPIONSHIP OF THE COLONY. Between Yeung Maher, ex-Driver, R.G.A. (Holder), and Sgt. Ward, R.N.Y.P. (Challenger).

4-6 ROUND MIDDLEWEIGHT CONTEST. Between E. R. A. Sergeant, H.M.S. "Ambrose," and Seaman Willoughby, H.M.S. "Hawkins."

5-6 ROUND LIGHTWEIGHT CONTEST. Between Ship's Cook North, H.M.S. "Caribbe," and Corporal Cook, R.M.L.I., H.M.S. "Hawkins."

6-6 ROUND LIGHTWEIGHT CONTEST. Between Seaman Webb, H.M.S. "Ambrose," and Seaman Deconhart, H.M.S. "Hawkins."

Prizes—Reserved, \$5 (Ringlets raised seats) and \$3 (Ringlets Ground level seats). Unreserved, \$1.

DOORS OPEN at 8.30 P.M.

BOOKING at MOUTRIE'S as follows:—WEDNESDAY, FEBRUARY 11th, Members (and their guests) of the Hongkong Boxing Association only.

THURSDAY to SATURDAY, FEBRUARY 12th to 14th, General Booking.

CASH BOOKING ONLY.

Referees—Messrs. H. J. Geddie, (Official Referee) W. Logan, A. Murdoch and Major Rappson, D.S.O.

G. G. N. TINSON, Hon. Secretary, J. C. WILKIN, Manager.

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INTIMATION

GIN.

We are agents for and hold stocks of the following well-known Gins—

BURNETT'S

OLD TOM.

BURNETT'S

OLD TOM.

OLD TOM.

OLD TOM.

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decision. Briefly Holland's refusal is grounded on the fact that the offence named in the Treaty—namely, crimes against international morality and the sacredness of Treaties—is not provided for in the Dutch laws nor in the Extradition Treaties. Such a contention was evidently anticipated, for the Allied Council in its first letter based their claim on the fact that the ex-Kaiser, if he had remained in Germany, would have been handed over by the German Government, in accordance with Article 235 of the Treaty, and it was represented to Holland that she would not fulfil her international duty if she refused to associate herself with the other nations in the punishment of such crimes, as are alleged against the ex-Kaiser. Having once considered these representations and decided its course of action, we can scarcely expect that the Allies' second letter to the Dutch Government will materially change its point of view. Yet, it would be an astonishing thing indeed if the Government of the Netherlands should persist in flouting the Allied nations and the conscience of the world in covering by its moral authority the violation of the essential principles of the solidarity of nations. Holland is well aware, no doubt, that her attitude, in its purely legal aspect, has been publicly supported in advance by certain British lawyers of international repute, and she is not oblivious of the fact that in Great Britain and in other countries of the Great Alliance there is a not inconsiderable number of people opposed to dragging the ex-Kaiser from his present position of obscurity into the limelight again. But there can be no doubt whatever that the great mass of the people in all the Allied countries desire that the KAISER should be tried and, if proved guilty, receive the punishment which will fit his share in the crime. If Holland now recedes from the position she has taken up in the matter, we should think it not unlikely that she would be anxious to conciliate the opinion of the civilised world, by acquiescing in the demand which a member of the British Government has just publicly indicated as an alternative—namely exile from Europe to an island belonging to Holland in some other part of the world. There are many islands in the Netherlands Indies which would serve the purpose—but would Holland undertake to see that Mr. WILLIAM HORNZOLLERN remained there?

The Netherlands Indian Government has declared Hongkong an infected port on account of plague.

At the Magistracy, yesterday, Alfred de Jager, a Dutchman, failed to answer to his name on a charge of being drunk and incapable. Mr. J. R. Wood estimated the bail of \$5.

Three cases (three deaths) of cerebro-spinal fever, one case (one death) of plague, and one case of enteric fever were reported in the Colony during the week which ended on Saturday.

Dr. John C. Ferguson, Commissioner for China for the first Aerial Derby around the world, has appointed Mr. Milton O. Clark, of Canton, Assistant Commissioner for China.

Mr. and Mrs. W. B. Walker, Mr. and Mrs. E. X. d'Almada, Mr. and Mrs. B. Bato, Mr. F. Botelho, and Mr. and Mrs. R. A. Rodgers, who were in Manila during the great disaster, returned to the Colony yesterday on the Korea Maru.

Colonel S. B. Grimston, who saw a good deal of field service in China, has retired with the temporary rank of brigadier-general. He commanded a Brigade in the European war, winning the C.M.G. and the fourth class of the Legion of Honour.

Major Francis Richard Barry, M.C., R.F.A. son of Mr. and Mrs. Barry, of Shanghai, was married at St. John's Church, Cambridge, to Miss Mona Donald Macalister, of Cambridge. Major Barry was the first man to enter Jerusalem on its surrender by the Turks.

The will of Mr. Loke Yew, C.M.G., miner and planter, Kuala Lumpur, Selangor, has been proved, and his estate is given as £312,010, including £30,049 in Scotland. The late Mr. Loke Yew was one of the benefactors of the Hongkong University. He placed half a million dollars at the disposal of the University for 21 years.

At the conclusion of the Prize Distribution at Queen's College next Saturday H.E. the Governor will be asked by Mr. E. Ralphs, Director of Education, to unveil two portraits presented to the College by Mr. Li Hy-san. A most cordial invitation is extended to all "Old Boys" and others interested in the work of the College.

A marriage has been arranged between Mr. Charles William Barr, A.I.F., and Miss Alma Margaret (Madge) Foster, eldest daughter of the late F. T. Pearce Foster, formerly of Hongkong, and of Mrs. Pearce Foster, of Seasfield, Ryde. The marriage will take place at Sydney, New South Wales, on Miss Foster's arrival there in March.

We are asked to remind those members of the public who have purchased vouchers for the performances of Lord Dunsany's Plays that are to be given by the students of the University Union this week and next that these vouchers must be exchanged at Moutrie's for tickets before the nights of the performance. Vouchers should not be presented in lieu of tickets at the theatre.

Mrs. Ronald Macleay, the wife of the newly-appointed British Minister to the Argentine, who sailed for South America with her husband on January 9th, will be a great acquisition to Argentine Society, a London contemporary says. Mr. Macleay was our special representative at the Peace Conference on Far Eastern questions, and he and his wife are world-wide travellers.

A very exciting rowing match took place in the Harbour on Monday evening between crews of 12 (rowing 12-oared cutters) representing H.M.S. "Cuttle" from Causeway Bay to the course was distance of about three miles. The "Cuttle" crew won by five lengths amid tremendous excitement. It is likely that a similar match will take place between the "Cuttle" and the "Hawkins."

Colonel John Ward, C.B., C.M.G., M.P., is writing "The Chronicles of the Siberia," the 25th Middlesex, in published in serial form in the London "Daily Telegraph," and are copyrighted in the United States of America by Colonel John Ward. We quote in another column the opening paragraphs of Chapter I, which relate the circumstances of the departure of the regiment from Hongkong.

Commander Ernest Stevenson, O.B.E., has been appointed King's Harbour Master and Naval Executive Officer at Weihaiwei, with effect from March 31st, 1920. Commander Stevenson, who was recently holding the acting rank of captain, joined the senior service as a cadet in January, 1889, was promoted lieutenant in 1897, and commander in June, 1908. He received the Order of the British Empire for his services in the late war.

Mr. E. C. Wilton, H.B.M.'s Consul-General at Hankow, who has been attached to the British Peace Delegation in Paris for some time, has been appointed national Commissioner on the International Commission at Teshen in what is formerly Austrian Silesia. This is the place which, it may be remembered, Lord Northcliffe twitted Mr. Lloyd George upon, as a spot that every schoolboy knew the position of. Unfortunately, in making his diatribe he spelt the name wrong.

Lieutenant A. C. Thurstfield has been appointed to the command of the river gunboat "Cockchafer"; Lieutenant J. H. Merrell to the command of the river gunboat "Cricket"; and Lieutenant R. C. M. D. Hunt, D.S.O., to the command of the river gunboat "Glean"—all for service on the China Station. Lieutenant Thurstfield has been in the service since September, 1903, Lieutenant Merrell since 1911, Lieutenant Hunt since January, 1902. The latter officer won the D.S.O. at one of the North Sea actions.

Probably the first Germans to arrive in the Far East for a considerable period came to Hongkong yesterday on the "Tyala," a Norwegian steamer, which left Christiania on November 30th last year, and the "Chile," a Danish motor-ship which left Copenhagen

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

INTERNATIONAL FINANCIAL CONFERENCE.

ATTITUDE OF AMERICAN CHAMBER OF COMMERCE.

WASHINGTON, February 5th.

The United States Chamber of Commerce announces its readiness to designate representatives to an international financial conference, provided that its discussions are kept within the limitations of Mr. Glass's letter of January 30th.

Mr. Glass, Secretary of the United States Treasury, in a statement, declared that the Treasury was convinced that the credits required for economic restoration must be supplied through private channels, and opposed further Governmental loans and the cancellation of any obligations by the European Governments. He declared that the rectification of exchanges lay primarily in the hands of the European Governments whose refusal to export and prevent rectification. The United States could not undertake to finance the requirements of Europe. Mr. Glass also stated his objections to the proposed international conference. He feared that if such a conference were held many European Governments would, unjustifiably, assume that the United States was going to shoulder their burdens. He did not object to American Chambers of Commerce sending representatives if they desired to attend an unofficial conference, provided that the impossibility of the United States Government taking action was recognized beforehand.

TRIAL OF WAR CRIMINALS

ATTITUDE OF BERLIN GOVERNMENT.

Berlin, February 5th.

It is semi-officially stated that the Cabinet considered the *Entente* extradition note, and unanimously agreed that it was impossible to surrender the war criminals.

This conviction will guide the Government in further measures and negotiations which may be necessary.

SURPRISE IN LONDON.

London, February 5th.

The prodigious list of so-called war criminals caused much surprise in London. It was apparently swollen and magnified by contributions from the numerous Allied States.

Reuter, understands that it is not intended to present the list to the German Government until the representatives of the Allies in Berlin have been consulted.

The Lord Chancellor and the Attorney-General are starting for Paris to-night to discuss the whole question.

FOOD CONTROLLER RESIGNS.

SEES THE PRIME MINISTER.

London, February 5th.

It is understood that the Food Controller, Mr. Roberts, has resigned.

Mr. Roberts saw Mr. Lloyd George this morning when he was asked to reconsider his decision.

THE FIRM OF M. SAMUEL & CO.

The business of M. Samuel & Co. established since 1830, is converted into a private limited liability company. The existing partners, Mr. Samuel Samuel, D.L., M.P., who this year celebrates his 50th anniversary of his connection with the firm, Mr. Walter H. Samuel, M.C., and Mr. Walter H. Levy, D.S.O., will become directors of the new company, as also will Mr. Julian Day, M.C. The capital is £1,200,000, divided into £1,000,000 pref. and £200,000 ord. shares, which will be subscribed in cash at par by the partners of M. Samuel & Co. The business was originally established by Mr. Moses Samuel, who traded with Mogador in the latter part of the 18th century. He ran sailing vessels to the port laden with English goods, which were exchanged for local products. Now-a-days the firm has trading connections in all parts of the world, more particularly in China and Japan. The conversion is being made partly for family reasons and partly because it is felt that the time has arrived for the publication of figures regarding the capital, reserves, and resources of the firm.

GOLD FOUND IN ONTARIO.

It is reported that gold has been discovered on Schryvers Hill, Hastings County, Ontario. Schryvers Hill is detached from the eastern extension of the great Oak Hill Range which has its eastern terminus in Huntington and extends in a westerly direction to the north of Toronto, where it divides, one branch going around by way of Hamilton and composing the Niagara escarpment, and the other taking a northerly course to Collingwood. Half a century ago, there was a rush of prospectors to Madoc, which is a few miles from the place of the alleged present discovery.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

THE FIVE MILLION LOAN TO CHINA.

PEKING, February 10th.

The Associated Legations have received China's reply accepting their terms for the five million loan.

Since they have sent the note the Wai-chiao-pu are asking that the Chinese may repay according to terms stated by them.

It is now understood that the Chinese are asking for seven million dollars.

The request has been transmitted to Washington.

[THROUGH REUTER'S AGENCY.]

CZECHS RECAPTURE IRKUTSK.

LONDON, February 5th.

Describing the situation at Vladivostok before the Social Revolutionaries occupied the city, the *Times* Vladivostok correspondent says that a delegation from the Nikolai Government reached Vladivostok on January 29th under American protection with a mandate to secure a peaceful transfer of Russian authority to representatives of the Zemstvos within twenty-four hours, failing which Vladivostok was to be surrounded by the forces of the new Government.

A hundred officers were held as hostages at Nikolai for the safety of the delegation. Preparations were at first made to resist and Japanese troops formed a strong cordon across the peninsula in defence of the city, but later practically the whole Russian garrison joined the insurgents, and it looked improbable that they would meet with prolonged resistance.

The Czechs have reported that they have re-captured Irkutsk from the Social Revolutionaries. Their rear-guards are now at Namozer, 340 miles west of Irkutsk, and are continually engaged by the Bolsheviks.

SIR DOUGLAS HAIG'S DESPATCHES.

RE-ISSUE IN VOLUME FORM.

In two handsome volumes of large, clear type—the second, uniform with the first, a portfolio of folding maps—Messrs. Dent have issued "Sir Douglas Haig's Despatches: December, 1915—April, 1919." They have been edited by Lieut. Col. J. H. Boraston, the private secretary to the Commander-in-Chief, and in this form, Earl Haig says in his Preface, are republished "as a tribute to the valour of the British soldier and the character of the British nation." Substantially the same as those appearing in the *Gazette*, they now have inserted the names of divisions which in the earlier of them were omitted for reasons of secrecy. All that it was possible to make public at the time was made public in them; their frankness and fullness is the token of the steadfast patriotism, good sense, and equanimity of the nation to which their tribute is the Commander-in-Chief's tribute.

Marshal Foch did not fail to recognise their significance in this respect when writing his Introduction to the French edition, here reprinted in his original text as well as in an English translation. At the same time, finding that while the Despatches set forth the results in the decisive period when the Allies advanced to victory at the double, they did not explain their causes, the French Generalissimo has made good the deficiency. In the Despatches all mention of the hand which guided the instrument is omitted, and he fills certain gaps in them in which the all-important part played by the British Higher Command is lost to sight. In contributing this Introduction, Earl Haig remarks, Marshal Foch adds an example personal to himself of the general interchange of courtesy between the French and the British. As in the Despatches, themselves, the cordial relations between the Allies, as well as between our soldiers of all ranks and the civil population of France and Belgium, are emphasised by Earl Haig in his Preface.

In this Preface also will be found an extremely interesting account of the machinery by which the material for these Despatches was collected; the regular diurnal reports along a complete chain extending through Corps, divisions, brigades, and battalions to the companies in the line, and the many others supplementing these. Because of being compiled during the actual process of events and under the immediate strain of battle, the material available possesses an atmosphere of its own which gives it a definite historical importance. The book is, indeed, a welcome addition to the literature of the War. Portraits of Sir Douglas Haig and seven of his Generals are admirably reproduced in the first volume, the text of which is illustrated by numerous sketch-maps. The ten large folding maps in the portfolio forming the second volume are copies of, or are based directly upon, those which actually accompanied the original Despatches to the Secretary of State. The two volumes are published at 42s. net—a remarkably cheap price.

FAR EASTERN NEWS.

[ASIAN NEWS AGENCY.]

BOLSHEVIK AGENTS ON CHINESE EASTERN RAILWAY.

HARBIN, February 2nd.

General Kuei-ching, Military Governor of Kirin and Commander-in-Chief of the Chinese military guards along the Chinese Eastern Railway, arrived here yesterday. The strength of the Chinese military force at Fuchien and its neighbourhood has been increased in view of the threatening attitude of the Russian workmen and labourers of the railway. The leaders of the movement are Bolshevik agents who are working to regain their position on the railway, but in view of the lesson taught them in the winter of 1917, the presence of a large number of Chinese troops has temporarily averted the situation. General Pao is discussing with General Horvath the latter's recent declaration about his exercising sovereign rights over Russian subjects along the Chinese Eastern Railway.

DEMAND FOR THE HEAD OF A GENERAL.

SHANGHAI, February 3rd.

Owing to the rumoured execution of three male and two female students by the Tientsin police in connection with the boycott against "low grade" goods, stated in the Chinese vernacular papers, a special meeting was called in the native city this morning by the leaders of the Students' and Merchants' Unions. After the meeting, a telegram was sent to Peking demanding the immediate execution of General Yang Yi-tai, the chief of the Tientsin Police, and his chief aide, Colonel Ting. Failing satisfaction threats were made of adopting drastic measures against the Peking Government. The report of the execution of students has, however, been officially contradicted.

THE MACAO RECLAMATION.

CANTON, February 2nd.

The Foreign Office has cancelled the British Consul-General's arbitrator in the dispute between the Chinese and Portuguese regarding the Chingshan or Green Island reclamation.

THE FOCHOW INQUIRY.

FOCHOW, February 2nd.

Under orders from Peking, the Chinese delegates, Wong and Sheng, left here this morning for Peking without waiting for their Japanese comrades. There is difference of opinion between the Chinese and the Japanese delegates because the former allege that the latter hired coolies to give evidence against Chinese students.

THE KAWADA INCIDENT.

PEKING, February 3rd.

With reference to the Kawada incident, the Chinese students, who were parading the streets the other day against the alleged execution of their comrades in Tientsin and against direct negotiation with Japan about the return of Kiaochow, state that Dr. Kawada, seeing that his car could not get through the crowd of demonstrators, immediately dismissed his chauffeur and drove the car himself in the hope of forcing a passage through the crowd. There was a dispute between the Japanese doctor and the students, but fortunately the police on duty at the Hatanen street intervened in time. Further, the younger students were prevented by their elders from molesting Dr. Kawada.

SITUATION AT TIENTSIN.

PEKING, February 1st.

With reference to the trouble between the students and the police at Tientsin, the Central Government has sanctioned the request of the authorities there to maintain order with a firm hand, especially in view of the fast-approaching Chinese New Year, but there is not the slightest truth in the report that those students who have been arrested by the officials at Tientsin will be court-martialed for conducting an agitation against "low grade" goods. The efforts of the Chinese officials are solely directed towards the protection of native merchants from molestation. Martial law will not be proclaimed in Tientsin.

THE KUT STORY.

The *Sunday Times* (London) last month began a serial publication of Major General Townsend's forthcoming book "My Campaign in Mesopotamia." In a preface General Townsend says that he told General Sir Benjamin Duff that if he would give him thirty to forty thousand men he would guarantee to take and hold Baghdad. It was settled that it must be taken but General Townsend would not go further unless his force was made up to the number mentioned. After occupying Kut General Townsend told General Nixon that he must have thirty thousand men in order to take Baghdad, but General Nixon determined that he should proceed without being reinforced. General Townsend says that Gasimphon was not a decisive victory owing to the appearance of Hali Pasha with the fresh army from Caucasus when the Turks had been routed. He declares that his resolution to stand at Kut saved the British from being knocked out of Mesopotamia. He has gained to be relieved in two months and wired to General Nixon that otherwise relief would be impossible. It was impossible for him to cut his way out of Kut owing to floods. The cruel treatment of his troops was solely due to the investigation of German Staff Officers in Turkey.

THE NEW VOLUNTEER CORPS.

MAJOR L. G. BIRD APPOINTED ADMINISTRATIVE COMMANDANT.

His Excellency the Governor has approved of the appointment of Major Lennox Godfrey Bird, D.S.O., to be Administrative Commandant of the new Volunteer Corps.

VERANDAH WINDOW BURGLARY.

LARGE QUANTITY OF CLOTHES STOLEN.

A daring robbery took place last night at 3, The Albany, Albany Road, where the thief entered one of the rooms, presumably by a verandah window, when the occupants were at dinner.

The thief had nearly an hour in which to select what he wanted, as he seemed to have gone about his task in a methodical manner. A large quantity of clothes had disappeared when the occupants of the room returned after dinner, and a verandah window was found wide open.

The police were communicated with, and arrived shortly after the alarm was given.

DARING DAYLIGHT ROBBERY.

MAN ATTACKED AND ROBBED IN THE HEART OF THE CITY.

A daring armed robbery was perpetrated in the heart of the City yesterday afternoon when the Chinese manager of Mee Cheong's Studio, who had gone to the premises lying behind the building, was set upon by three men. One of the men was armed with a revolver, and this he pointed at his victim, while the other two, after throwing pepper in his eyes, took a purse containing \$105 and a diamond ring valued at \$3,000.

The robbers closed the door and decamped, but the victim, managing to get free, raised an alarm. Two of the robbers escaped by way of Battery Path, and the third ran in the direction of Ice House Street and also made for Battery Path. He was, however, intercepted by a messenger, who held on to him till the Police arrived and arrested the man.

A revolver was found on the man, who made desperate efforts to get away. The ring and the money were not recovered.

AN AMERICAN HOTEL FOR HONGKONG.

American capitalists, we learn from a Northern paper, are taking an interest in the hotel business in the Far East and a corporation has been formed for the purpose of constructing five large hotels in the Far East, and one of them is to be in Hongkong. The others will be established in Shanghai, Yokohama, Manila and Singapore. The company has a paid up capital of \$10,000,000. It is proposed to put up a 300-room hotel at Hongkong. The hotel at Shanghai is to have 500 rooms; that at Manila 250 rooms; the Singapore hotel 300 rooms; and the Yokohama hotel 200 rooms. The architectural work is to be done by Benny Marshall, the famous hotel architect who built the Blackstone at Chicago and numerous other hotels in America. It is expected that all five hotels will be ready for business in "two or three years." For ourselves, we are not so hopeful.

ANGLO-GERMAN RELATIONS.

It was officially stated on the 13th. ult. that the resumption of direct Anglo-German relations will be marked by three distinct stages. First the appointment of the Charge d'Affaires, Consuls and Consul General; second the creation of the status of Legation; and third, full restoration of Ambassadorship. The Germans are preparing to reoccupy the Embassy in London. A leaflet issued by the Board of Trade explaining the conditions of trading with Germany emphasises that it is no part of the policy of government to discourage British traders from competing in the markets of the late enemy countries, and it is desirable that they should make every effort to secure a proper footing in Central Europe.

The *Daily Chronicle* in an editorial urged the development of imports from Germany if only to improve the German exchange and thereby enable her to pay the indemnity. As regards apprehensions of a German invasion it is pointed out by the paper that, though diplomatic relations have been resumed, the Aliens Restriction Act provides that no German may land without the Home Secretary's permission which may be granted for three months and can be renewed. The names of German landing will be published in the *London Gazette* every month.

CARNIVAL FIRE AT MANILA.

DESCRIPTION OF THE CONFLAGRATION.

The following description of the conflagration that partially destroyed the Manila exposition building and priceless exhibits, is gleaned from the Manila papers.

The fire started at 8.20 p.m. in the Leyte booth, and instantly, with a strong wind blowing, it spread to all buildings on the west side of the ground burning everything that was in its way with the exception of the Moraleco Tower, the frame work of which was made of steel. The combination chemical wagon of the fire department was immediately operated, but it was fully twenty minutes before it could be of any help. Five fire departments turned out, but by the time these arrived on the scene practically the entire area was already consumed by the flames. The carnival headquarters was the last building burned, and if there had been any more buildings next to it, they would probably have been razed to the ground also. It was fortunate that the strong breeze was blowing from the south-east, as this saved the districts of Ermita and Malate from a similar predicament. Besides the buildings housing the Exposition, the buildings of the Bureau of Education, Forestry, Science, Agriculture and Printing, the Carnival gate and the Swallowtail on the south-western part of the building were also burned to the ground. After the fire had been practically put out an alarm was spread that the building housing the Bureau of Commerce and Industry was on fire. The top part of the building was discovered to be on fire and the hose was turned on it.

Forty Chinese boys scouts helped in spreading the alarm of fire and saving something from the exhibits and rescuing the people. A number of persons were injured in varying degrees, and one boy was reported missing, in the mad stampede of the sightseers. One child was said to have been crushed to death in the rush. When the fire was first discovered and the flames began to spread rapidly the crowds inside the Carnival grounds rushed in panic towards the exits and for a time the congestion, particularly in the main gateway, was such that it seemed that loss of life could not be avoided. When the rush was over several women and children were found prone upon the ground in the gateway, having been trampled upon by the panic-stricken crowd behind, but none of them was dangerously injured. Soldiers from the outside were among the first to enter the gateway after the rush was over, and they assisted the injured to the side walk in front. After it was thought that every body was out of the grounds, except such as remained to try and save the exhibits and to aid in fighting the fire, cries were heard near the gateway and investigation disclosed that a booth located there had been overturned in the rush, imprisoning beneath it a small American girl and her nurse. Both were unharmed. There were about 10,000 persons in the carnival grounds when the conflagration started. In a few minutes the flames were at their height, sweeping the booths in a remorseless wave of flames. Within half an hour the exhibition building was in ruins. It is estimated that over 200 persons were trampled down. Men of all races stepped in and formed a barricade with their bodies to keep the maddened throng back and save the lives of the fallen.

THE LOSSES.

The provincial exhibits and the Government exhibits were burned. The aeroplanes of the Curtiss aeroplane and Motor Corporation were saved through assistance rendered by Volunteer fire men. The auditorium, and the dance pavilion, the bureau of commerce and industry building and the industrial exhibit building did not burn. Eight of the most valuable automobiles were saved. Looting commenced after the fire was stopped but was prevented by the soldiers. A number of pearls were on exhibit, valued at over P. 40,000, and these were saved. The Leyte exhibit contained native fabrics, and other handicraft and art products that were valued at several thousands of pesos. It also contained the products of Abaca, Copra and Corn. The Itoito and Capiz exhibits were worth more than P. 100,000 and these were destroyed. The bureau of printing lost modern presses doing three and four-colour work and the damage is estimated at P. 75,000. The bureau of science lost its prized silk weaving and spinning machine and its specimens of Philippine flora and fauna and a host of things of scientific interest. The bureau of forestry lost its entire collection of Philippine woods and forest products.

The total damage was estimated at over two million pesos; the Carnival records and funds were fortunately taken away before the flames consumed the building.

The Carnival continued the next day and was attended by very large crowds. The destroyed portions of the Exposition were re-constructed the next morning. The Carnival closed yesterday.

Mr. F. X. d'Almada, an eye-witness, who returned to Hongkong yesterday from Manila, told our representative that to his knowledge the only Hongkong resident who was in the building when the fire commenced was Mr. W. B. Walker, manager of the local agency of the Standard Oil Co., who, with his little son, managed to make his escape out of the doomed building.

NEW MAINLINE CABLE TO THE FAR EAST.

Sir John Dehison Pender, K.C.M.G., Chairman of the Eastern Telegraph Co., in the course of his speech at the annual meeting of shareholders recently said:—

"I am glad to say that we made arrangements with the Ministry of Shipping to charter the *Stephan*, one of the largest cable-laying vessels in the world, which was taken over from the Germans, and she has just completed the laying of another fast-speed cable between Porthcurnow, in Cornwall, and Gibraltar, about 1,900 miles in length, which will form the first section of a new main line between Great Britain and the Far East through the Mediterranean, and on via Bombay and Madras then taken on by our associated company, the Eastern Extension Australasia and China Telegraph Company, to Singapore, involving an expenditure of about 7,000 miles of cable. Provisional orders were placed immediately there was a likelihood of the cable being manufactured, and as soon as each section is delivered it will be laid and worked. In the meantime partial renewals have been and are being carried out, and other means have been devised to improve the speed of some of our existing cables. I trust, therefore, that those interested who will read the remarks I have made to-day will be convinced that that is humanly possible to achieve what they require, namely, a quick and reliable service. Presiding at the annual meeting of the Eastern Extension, Australasia and China Telegraph Co. Sir John Pender made the following remarks on the subject:—"As an illustration of the enormous growth of traffic since the outbreak of war, I may mention that the trans-Indian and our local traffics between India and the Far East, etc. show an increase in 1918 of, roughly, 327 per cent. over the pre-war year 1913. Consequently, additional carrying capacity is urgently required to deal with this large volume of traffic, and we are making arrangements for the manufacture and laying of a new cable between Madras and Singapore at the earliest possible moment. The Eastern, and other cable companies also urgently need more cables to meet their traffic requirements, and it will, therefore, take some little time before this can be effected. The money required for the Madras-Singapore cable will be taken from the general reserve fund, which, as the shareholders are aware, was created for meeting expenditure of this nature."

GERMANY AND CHINA.

DELEGATES TO NEGOTIATE A COMMERCIAL TREATY.

Dr. W. W. Yen has telegraphed to the Government at Peking saying that the German Government is about to send four delegates, named Wagner, von Berch, Schinemann and Zischmann, to China, to negotiate a commercial treaty.

FINDER OF GOLD AND WATER.

MYSTERIOUS GIFT OF A VICAR'S WIFE.

Mrs. Lacey, wife of the vicar of Ash Vale, near Aldershot, is a woman diviner of water who does not use a rod. She is in this respect a rival to Sapper Kelly, the diviner of Gallipoli fame, of whose powers an account recently appeared.

She is also susceptible, though to a lesser degree, to the presence of gold, and on one occasion "divined" a sovereign carefully concealed under a thick hearthrug.

"I discovered my powers quite by accident," said Mrs. Lacey. "A railway line was being constructed near my home in Gloucestershire, and professional diviners were employed to detect the presence of water. My first attempts were made in imitation of the diviners with hazel twigs. I found that they were communicated to my arm, and this always shows the presence of water."

"I found afterwards that the sensations were experienced without the use of twigs." When the water is close to the surface the arm undergoes the sensation of a tremendous pulling and aching. The after-effect is one of nervous prostration, which affects my heart, and for this reason my husband objects to my experimenting very often.

"I once followed over ground which had been covered by professional diviners. The results I obtained coincided with theirs except in one instance, where I decided that the correct site for boring was some yards away from that selected. The engineer in charge of the work, after boring exhaustively at the selected spot without any result, changed his mind in favour of my location. Water was found almost at once."

Mrs. Lacey gave a demonstration of her powers as a diviner. Water is plentiful in the district, and after a few steps Mrs. Lacey's arm, which she held outstretched as she walked, was slowly bent upwards as if by an invisible force. I was invited to test this force, and found that it offered considerable resistance. At the same time Mrs. Lacey's breathing grew heavier until it came in convulsive gasps, and at the entreaty of her mother, who was present, she brought the demonstration to a close.

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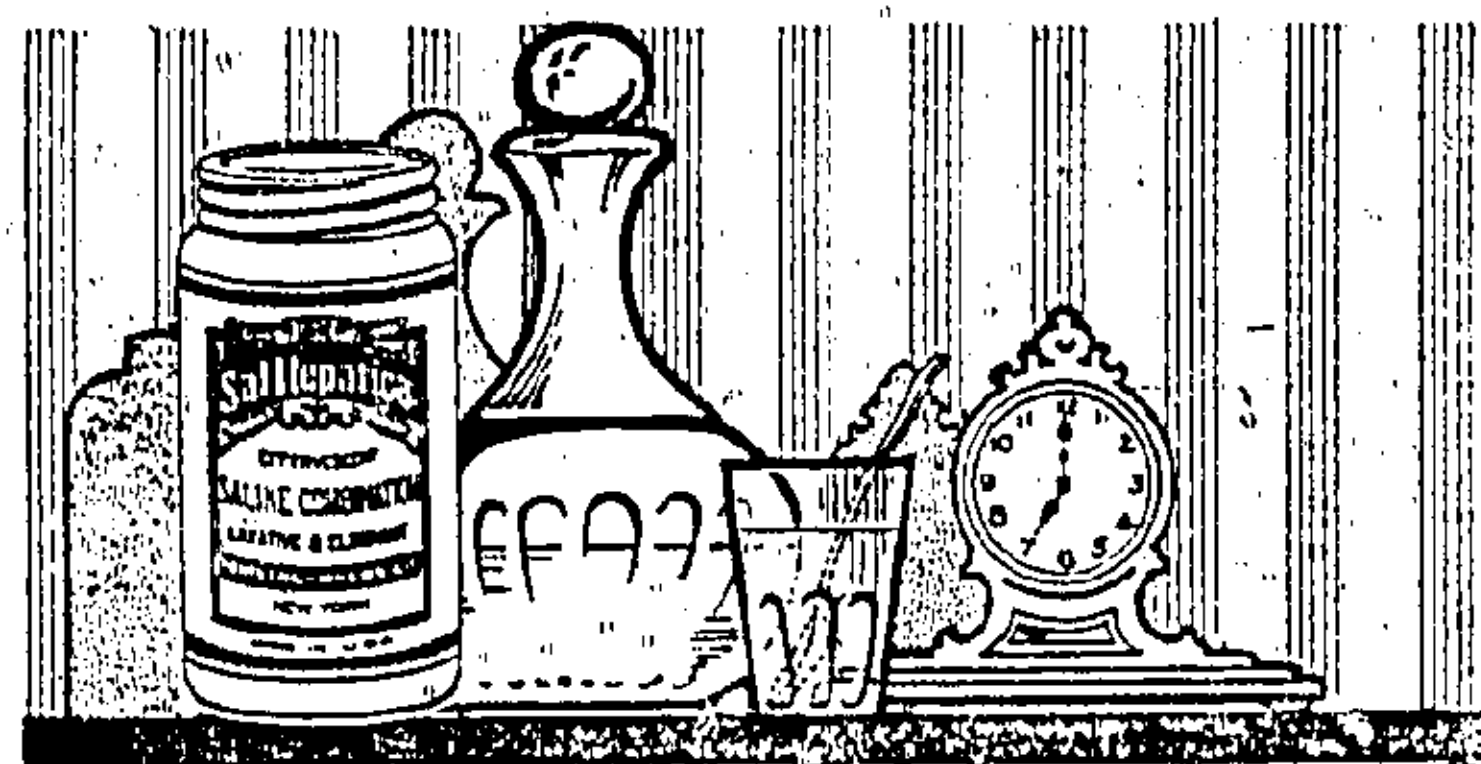
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a few tablets dissolved in the mouth, will prevent fatigue & restore energy.

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SEX PROBLEMS IN JAPAN.

UNHAPPY MARRIAGES AND DAUGHTERS IN REVOLT.

[BY MASUJIRO HONDA, L.H.D.]

A noble lady has married a mining millionaire so illiterate and unrefined that she writes volume after volume of poetry to give vent to her sorrow. Their marriage was arranged, according to our traditional formality, by a new peer who is noted for his financial abilities. From the fact that the unfortunate peer's parental house is one of those kept precarious by our funeral system, we may safely infer that this marriage was an economic one. The cultured lady was in love with a young and refined peer before her present marriage, and being both Buddhist and human in the extreme, her verses pour out alternately a pious resignation to her destiny and yearnings after the man of her heart. The complete illiteracy of the husband makes the latter possible—a fact that adds to her sadness of the whole situation. He is reputed to be so uneducated that, after the wife had told him to say "delicious" (oishii) at a dinner party instead of "nice" (umai), he spoke of a play being palatable (also oishii) at a theatre! The public no doubt sympathize with the lady but no one has yet offered any solution whatever for this problem.

A MINISTER'S RE-MARRIAGE.

On the other hand the Press criticised, favourably or otherwise, the second marriage of Mr. Tokonami, Home Minister, last year, which took place only a few months after the death of his first wife. The cause attracted some comments from the public, partly because the husband was prominent in politics and society, and secondly because he had been so devoted to the helpmate who had lived with him for nearly thirty years. The present writer has a copy before him of his "In Memoriam" publication entitled Tamukeru, in which Mr. Tokonami pays the high tribute of a newly widowed man to his much-missed wife. Both in prose and poetry he recalls that he was almost heart-broken. No one who knew him personally would question his fidelity to the first wife, when he solemnized or announced his second wedding before the spirit (or ashes) of the deceased. What was really questioned was whether or not a second marriage of such a prominent man, so soon after the death of the first wife was a good example for his countrymen to follow. This question can be answered only when the problems of marriage, re-marriage and divorce are solved on new vital principles of human relations, but not on worn-out dogmas or stereotyped traditions.

SORROWS OF A NOBLE FAMILY.

The death of Count Yoshikawa, I mention his name with the deepest sympathy and sorrow, for his son and heir, since dead, had been in my care in his boyhood days—brought back once more to the public notice the old story of the unfortunate misconduct of his married heiress, and the consequent severance of parental relations (gizetsu) with her. After the death of his heir, this noble father adopted a young peer to marry the heiress. This resulted in the birth of an heiress, after which the Countess—that would-be went wrong and is now living in Yokohama with a second servant, the first one having died alone in an attempt at double suicide. The dying old gentleman could not possibly say, according to the Samurai rules of propriety, that he wanted to see the once denounced daughter while he was alive. Neither could the daughter force her way to the sick room of her father, for she herself had been ill for some time. The papers reported that the Count in his last moments silently watched the coming and going of visitors, among whom he must have hoped against hope to find the daughter wishing to bid him farewell. She cried bitterly on hearing the news of her father's death, remarriages or not; his young heiress will become a countess in due time by marrying a gentleman adopted into the Yoshikawa family.

DAUGHTER AND CHAUFFEUR.

More recently, a certain Viscount's unmarried daughter tried in vain to run away with a chauffeur employed in the family. She is now confined to her room and not admitted into the parental presence. The father being of the conservative school of morals did not wish her to marry for convenience and has waited to find for her a right husband from among the respectable peers. This has kept the daughter unmarried till well over the average age at which Japanese girls marry. The father feels she disgraced their family name, he is sick at heart and physically ill, too. The Minister of the Imperial Household, who is official superior of the peerage, is worried over the frequent occurrences of this nature as we understand. Only a few weeks ago a Kyoto nobleman was caught by the police, while hiding in the woods after murdering a woman who "spurned his advances." These instances are cited from our privileged class, not because I think they occur less among the rank and file of people, but because the rich and the exclusive can more readily reproduce the worst features of human depravity that prevail in the industrial society of the West.

AUTHORITY IS WEAKENING.

Some of our moralists blame the naturalist tendencies of the present and rising generations of men, while others suggest that girls should be emancipated from parents and teachers of the old school and allowed to read the lives of the martyrs to humanity. The latter course is supposed to make a girl say a determined "no" to a tempter. No scientist has courage enough, apparently, to point out that some forms of sexual abnormality are due to physical or physiological causes, not to so-called moral delinquency. On the whole, however, people blame women more severely in these matters than men. Our divorce

(Continued at foot of next column.)

AUCTIONS

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PUBLIC AUCTIONS.

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HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND
ADMIRALTY.

General Auctioneers,
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PONIES! PONIES! PONIES!

PUBLIC ROUP.

The Undersigned have received instructions to sell by Public Roup,
On WEDNESDAY,

February 18th, 1920, at 3 p.m. at the
Fountain, opposite the City Hall,
A large number of well-known Race
Ponies (Full Particulars from Catalogue).
Terms:—Cash.

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(For Account of the Concerned)

ON THURSDAY,

February 19th, 1920, at 10.30 a.m. at No. 10,
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THE
VALUABLE HOUSEHOLD FURNITURE
therein contained,

Comprising—

Fumed Teak-wood Hallstand and Dining
Room Furniture, Morocco Leather-covered
Chesterfield Sofa and Arm-chairs, Pictures,
Ornaments, and Sundry Blackwood Furniture,
large and small Teakwood Bedsteads,
Wardrobes, Dressing Tables, etc., Bed and
Table Linen, Cutlery and Plated Ware
including large Dinner Service complete,
New Aluminium Cooking Utensils, Bath
Room Utensils.

Also

Peat Plants, Electric Fittings, Singer's
Sewing Machine, and one Large Hall Clock.
(Full Particulars from Catalogue).
Terms:—Cash.

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law, like that of France, does not acknowledge the same standard of morality for both sexes. As the gulf widens between the rich and the poor economic considerations lead to a larger number of matrimonial tragedies. Above all, men and women are losing respect for moral authority, partly through the pre-war emphasis in our current literature on the European variety of naturalism and partly through a general but temporary tendency in the after-war world to lose self-control and self-respect after five years of superhuman effort.

PROGRESS AND ORDER.

Any reconstruction of human relations, individual, family, national, social or international, must be based on all, owing full play to the instinctive impulses, intellectual enlightenment and spiritual inspiration to be harmoniously combined in one person, to make him or her active but not aggressive, at peace with one's self and with the world, always striving to defend the weaker against the stronger. This may sound to the reader like Bertrand Russell himself. Though widely read in this country in the original and in translation, some critics pool-pool this English writer as out of date. Because, they say, he still believes in the possibility of reconciling progress with peace, when its impossibility was clearly demonstrated at Paris by the adoption of a Peace Treaty full of contradictions in spirit and letter. But with him I confidently hope that the sexes will readjust themselves in due course of time to the new and enduring situation in which, with full recognition of their legal, economic and social equality, they can co-operate for the betterment of themselves and the world. To be true to one's self in these days of confusion in thought and practice, we should not look back to the dead past or the dying present, but forward to the future that is so rapidly advancing upon us.

Japan Advertiser.

NOTICES TO CONSIGNEES

NOTICE

THE Chartered Steamship

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will take cargo for CALCUTTA and will sail
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For further particulars, please apply to:—

R. RODENFUSER,
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"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence and/or from the
wharves delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th inst. will be subject
to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
18th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 18th inst. at 10 a.m.
No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
GIBB LIVINGSTON & Co.,
Agents.
Hongkong, 8th February, 1920. 1388

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM KOBE.

THE Steamship

"FOOKSANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that all
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after noon of the 15th Feb.
will be subject to rent.

All Claims against the steamer must be
presented to the Undersigned on or before the
18th Feb., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th Feb. at 10 a.m. by the
Company's surveyors, Messrs. Goddard &
Douglas.

No Fire Insurance whatsoever has been
effected.
Bills of Lading will be countersigned by
JARDINE, MATTHEWSON & Co., Ltd.,
General Managers.
Hongkong, February 7th, 1920. 1381

JAVA-PACIFIC LINE.

NOTICE TO CONSIGNEES.

THE Steamship

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having arrived from San Francisco, Con-
signees of Cargo are hereby notified that all
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after noon of the 15th Feb.
will be subject to rent.

All Claims against the steamer must be
presented to the Undersigned on or before the
18th Feb., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th Feb. at 10 a.m. by the
Company's surveyors, Messrs. Goddard &
Douglas.

No Fire Insurance whatsoever has been
effected.
Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LINE,
Agents.
Hongkong, February 7th, 1920. 1383

NOTICE TO CONSIGNEES.

THE P. & O. N. Co.'s Steamer

"KASHMIR"

Arrived Hongkong, on February 9th, 1920.

FROM LONDON, GIBRALTAR, MARSEIL-
LES, PORTSAID, BOMBAY, COLOMBO
& STRAITS.

Consignees of Cargo by the above-
named vessel are hereby informed that their
goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence and/or from the wharves
delivery may be obtained as the Goods are
landed.

Optional Goods will be landed here unless
instructions have been given to the contrary
6 hours before arrival of the Steamer.
Goods not cleared within 8 days, including
date of arrival, will be subject to rent.

No Fire Insurance will be effected by us
in any case whatever.
Damaged packages must be left in the Go-
dows for examination by the Consignees, and
the Company's Surveyors, Messrs. GODDARD
& DOUGLAS, at 10 a.m. on MONDAYS and
THURSDAYS. All Claims must be presented
within ten days of the Steamer's arrival here
after which date they cannot be recognised.
No Claims will be admitted after the goods
have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, February 9th, 1920. 1389

Consignees of Cargo by the above-
named vessel are hereby informed that their
goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence and/or from the wharves
delivery may be obtained as the Goods are
landed.

Optional Goods will be landed here unless
instructions have been given to the contrary
6 hours before arrival of the Steamer.
Goods not cleared within eight days, in-
cluding date of arrival, will be subject to rent.

No Fire Insurance will be effected by us
in any case whatever.
Damaged packages must be left in the Go-
dows for examination by the Consignees, and
the Company's Surveyors, Messrs. GODDARD
& DOUGLAS, at 10 a.m. on MONDAYS and
THURSDAYS. All Claims must be presented
within ten days of the Steamer's arrival here
after which date they cannot be recognised.
No Claims will be admitted after the goods
have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, February 8th, 1920. 1389

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LTD.

CONSIGNEES per Company's Steamer

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are hereby notified that the Cargo will be
discharged into Holt's Wharf, Kowloon, where it
will be at Consignees' risk. The Cargo
will be ready for delivery from Godown on
and after Feb. 9th.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are
to be left in the Godowns, where they will
be examined on any Tuesdays and Fridays
between the hours of 10.45 a.m. and Noon
within the free storage period.

No claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after Feb. 19th, will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before
Feb. 29th, or they will not be recognised.
No Fire Insurance will be effected by us in
any case whatever.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 7th, 1920. 1380

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

FROM SCANDINAVIA.

THE Motorship

"CHILE"

having arrived from the above ports on
the 10th February, 1920, Consignees of
Cargo by her are hereby informed that all
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, whence and/or from the
wharves delivery may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees before Noon To-day.
Goods not cleared by Feb. 17th, 1920, will be
subject to rent.

All broken, chafed and damaged packages
are to be left in the Godowns, where they will
be examined on Feb. 16th, 1920, at 10 a.m.
Claims against the Steamer must be
presented within 10 days of arrival, otherwise
they will not be recognised.

No Fire Insurance will be effected by us in
any case whatever.
Bills of Lading will be countersigned by
Messrs. THORESEN & Co.,
Agents.
Hongkong, February 10th, 1920. 1381

THE NORWEGIAN AFRICA AND
AUSTRALIA LINE.

NOTICE TO CONSIGNEES.

FROM SCANDINAVIA.

THE Steamer

"TYSLA"

having arrived from the above ports on the
Feb. 10th, 1920, Consignees of Cargo by her
are hereby informed that all Goods are
being landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong & Kowloon Wharf & Godown
Company, Limited, whence and/or from the
wharves delivery may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees before Noon To-day.
Goods not cleared by Feb. 17th, 1920,
will be subject to rent.

All broken, chafed, and damaged packages
are to be left in the Godowns where they
will be examined on Feb. 16th, 1920, at
10 a.m.

Claims against the Steamer must be pre-
sented within 10 days of arrival, otherwise
they will not be recognised.
No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
Messrs. THORESEN & CO.,
Agents.
Hongkong, February 10th, 1920. 1382

NOTICE TO CONSIGNEES.

THE BRITISH INDIA S. N. CO.,
APCAR LINE, STEAMER

"TAKADA"

Arrived Hongkong on February 8th, 1920.

FROM CALCUTTA, RANGOON AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where
Consignment will be sorted out Mark by Mark
and delivery can be obtained as the Goods are
landed.

Optional Goods will be landed here unless
instructions have been given to the contrary
6 hours before arrival of the Steamer.
Goods not cleared within 8 days, including
date of arrival, will be subject to rent.

No Fire Insurance will be effected by us
in any case whatever.
Damaged packages must be left in the Go-
dows for examination by the Consignees, and
the Company's Surveyors, Messrs. GODDARD
& DOUGLAS, at 10 a.m. on MONDAYS and
THURSDAYS. All Claims must be presented
within ten days of the Steamer's arrival here
after which date they cannot be recognised.
No Claims will be admitted after the goods
have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, February 9th, 1920. 1383

HALF A CENTURY REPUTATIONS
D. LECLERC'S PILLS FOR THE
LIVER & KIDNEYS
Available for diseases of these important organs
Gripes, Pains, the Back, Gout, Rheumatism, Sci-
atica, Indigestion, Cholera, or Post-meal, Dr. Le-
clerc's Pills, Co., Havre, France, 12, Rue
Lafayette, New York, 40, BROADWAY, NEW YORK
LONDON, LIVERPOOL, LYON, ANTWERP, BRUSSELS,
PARIS, and elsewhere. New Zealand, Dunedin, Christ-
church, Auckland, Wellington, and elsewhere.
Sole Agents, Messrs. J. & F. PAUL & Co., Ltd.,

Hongkong, February 8th, 1920. 1389

JAVA-CHINA-JAPAN LIJN REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG	JAVA	11th Feb.	11th Feb.	JAPAN
TJILONDARI	JAPAN	15th Feb.	15th Feb.	JAVA
TJILATJAP	JAVA	19th Feb.	19th Feb.	JAPAN
TJILAROM	JAPAN	23rd Feb.	23rd Feb.	JAVA
TJILANOER	JAVA	27th Feb.	27th Feb.	JAPAN
TJILBOET	JAVA	1st Mar.	1st Mar.	JAPAN

*Wireless Telegraphy.
The Steamers are fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,
Telephone No. 1874.

York Building, 1st Floor.

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "MUNCASTER CASTLE"
Sailing on or about March 23rd.

LLOYD TRIESTINO

S.S. "PILSNA"

BRINDISI VENICE & TRIESTE

Sailing about End of March, 1920.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN,

For JAVA,

S.S. "RIOJUN MARU"

Sailing on or about February 26th.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA).

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.
Agents.

110

For NEW YORK & BOSTON.

THE U.S. SHIPPING BOARD

S.S. "CAPE MAY"
MIDDLE FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"
SECOND HALF FEBRUARY.

Via PANAMA.

S.S. "MATCHIE"
MIDDLE MARCH.

Via PANAMA.

S.S. "WESTERN CROSS"
EARLY APRIL.

Via PANAMA.

For freight space and particulars apply to:-

THE ADMIRAL LINE

TELEPHONE 2477 & 2478

AGENTS

6th Floor
HOTEL MANIONS

208

FOR NEW YORK.

PRINCE LINE FAR EAST SERVICE

S.S. "GOTHIC PRINCE"

will be despatched for New York via Panama Canal

on or about 10th March.

For freight and further particulars, apply to:-

SHEWAN, TOMES & CO.,
Agents.

110

EX-KAISER'S LETTERS TO THE TSAR. GERMAN AND RUSSIAN AIMS IN THE FAR EAST.

In amplification of Reuter's telegraphic summaries of the correspondence of the ex-Kaiser with the late Tsar, covering the period from 1894 down to the great war, the following extracts will be read with interest in the Far East:-

In the course of a letter dated from Neues Palace, January 4th, 1898, the Emperor wrote:-

"Henry's mission is one of the help and countenance of your lofty ideals without which no sovereign can exist in promoting civilisation, i.e., Christianity in the Far East. Will you kindly accept a drawing I have sketched for you, showing the Symbolising figures of Russia and Germany as sentinels at the Yellow Sea for the proclaiming of the Gospel of Truth and Light in the East. I drew the sketch in the Xmas week under the blaze of the lights of the Xmas trees!"

[The mission referred to above was Prince Henry's expedition to Tsingtao, with a German squadron to seize Kiaochow.]

SENTINELS OF THE GULF OF PETCHILLI.

Again, on March 28th, 1898, the Emperor wrote:-

"I must congratulate you most heartily at the successful issue of your action at Port Arthur; we two will make a good pair of sentinels at the entrance of the gulf of Petchilli, who will be duly respected especially by the Yellow Ones. I think the way you managed to soothe the feelings of the 'fretful Japs' by the masterly arrangement at Korea a remarkably fine piece of diplomacy and a great show of foresight; which is apt to show what a boon it was that by your great journey you were able to study the Question of the Far East locally, and are now, morally speaking, the Master of Peking-Radolin reported to me your very interesting conversation about China, and your wishes about the Instructions in the Governments assumed as under the Russian sphere of influence. I have prepared an order to the German officers, but could not yet emanate it because it was impossible to fix a certain limit of territory without an indication on the map—a small pencil line on any piece of paper from you would put my mind to rest, because I would be most unhappy, if by any misunderstanding the Officers, without their fault, trespassed on Russian territory from want of a real well-recognised boundary line."

[Arrangement at Korea.]—A treaty was signed between Russia and Japan on Feb. 24th, 1897, for the maintenance of the independence of Korea under their military protection. On March 18th, 1898, Russia announced that she would abstain for the future from taking any active part in Korean affairs.

"Your great journey"—Reference to Tsar's tour which he made as Tsarvitch in 1891. He visited China and Japan in April and May of that year.

In a letter dated August 18th, 1898, the Emperor wrote from Wilhelmshöhe:-

"Your diplomacy has just scored another great success in China, to which I take the liberty of congratulating you, the more so as it was done without the firing of a single shot and without any unnecessary noise or bluster. The effect will be a great impetus given to your trade and the industrial establishments of your country."

[Another great success in China.]—British prestige in China had just suffered a reverse owing to the sanctioning of a Belgian loan for the Peking-Hankow railway, despite the British Minister's protest (August 12th).

THE EXPEDITIONARY FORCE OF 1900.

Writing on March 1st, 1902, to "Dearest Nicky," the ex-Emperor, in the course of his letter, says:-

The bearer of my gifts is my Aide-de-Camp Captain von Usedom—years ago for a time Henry's adjutant—he was in command of the *Hertha* during the China affair, and it is he who saved the Seymour Expedition and brought it safe back to Tientsin. He was in fact the Admiral's Chief of the Staff, and to him was given the now "historical" order of which my "bluejackets"—are so proud, "Germans to the front!" when the British sailors refused to go on any farther.

[Captain von Usedom was in command of the German troops which accompanied Admiral Seymour in his attempt to relieve Peking in June, 1900. The following quotation from his official diary was published in August, 1900, by the *Cologne Gazette*: "June 22nd, 1900. At 1 a.m. we continued our march. Seymour, ordering Germans to the front, but were delayed by junkies running around. At daybreak arrived before Chiku Arsenal, the walls of which were strongly manned. The enemy abandoned the Arsenal, and we took possession, deciding to give up our further march towards Tientsin, about five miles distant. While taking possession the Chinese attacked us, and the Germans had to go to the support of the English Marines, who were hard pressed."

THE YELLOW PERIL.

A naval combination between Russia and Germany, in order to check the Japanese, is clearly indicated in a letter to the Tsar written on September 2nd, 1902, by the fact that the secret plans of Wilhelm's latest ships were handed over to the Russian naval authorities. The ex-Emperor, discussing the question of the maintenance of peace, says:-

Certain symptoms in the East seem to show that Japan is becoming a rather restless customer and that the situation necessitates all coolness and decision of the Peace Powers. The news of the attachment of the Japanese General Yamai—former leader of the Japanese troops in China—to the Legation at Peking in order to take in hand the re-organisation of the Chinese Army, i.e., for the unavowed object of driving every other foreigner out of China—is very serious. 20 to 30 millions of trained Chinese helped by half a dozen Japanese divisions and led by fine, undaunted Christian-baiting Japanese officers, is a future to be contemplated not without anxiety, and not impossible. In fact, it is the coming into reality of the "Yellow Peril" which I depicted some years ago, and for which engraving I was laughed at by the greater mass of the people.

(Continued at foot of next column.)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for "Batavia, American, Continental, and South African Ports"

[Homeward Mail Steamer]

"DILWARA"

carrying His Majesty's Mail, will be despatched from this port about February 16th, 1920, taking Cargo for the above Ports. Passenger accommodation in the connecting steamers, if available, secured before departure from Hongkong.

Bill and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the co-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., Apply to

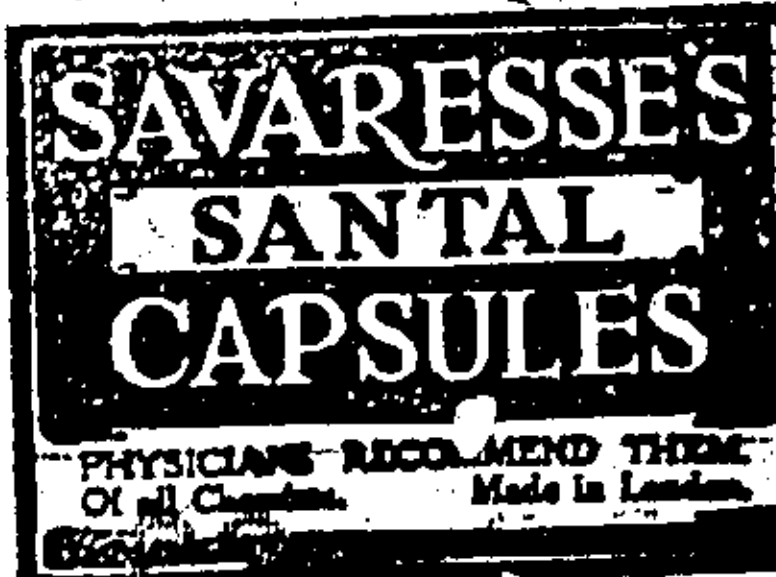
MACKINNON, MACKENZIE & Co.,
Agents,
P. & O. S. N. Co.

Post Box 113,
22 Des Voeux Road Central.

"ASAHI BEER"



SOLE AGENTS
MITSU BUSSAN KAISHA



APIOLINE (CHAPOTEAUT)



For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

anxiety, and not impossible. In fact, it is the coming into reality of the "Yellow Peril" which I depicted some years ago, and for which engraving I was laughed at by the greater mass of the people.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

(SAILING SUBJECT TO ALTERATION)

MANILA	YUENSANG	Fri., 13th Feb., 3 p.m.
STRAITS & CALCUTTA	KWAI SANG	Fri., 13th Feb., 3 p.m.
HAIPHONG via HOIHOW	LOKSANG	Sun., 15th Feb., 6 a.m.
SHANGHAI	KWONGSANG	Wed., 18th Feb., 6 a.m.
SANDAKAN	HINSANG	Tues., 14th Feb., Noon
KOBE	KUMSANG	Tues., 24th Feb., 6 p.m.

JALOUTTA LINE—This Line affords regular sailings to Calcutta, Rangoon and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

HANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

SORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer carrying up to date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dava.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chao.

CALCUTTA LINE.

S.S. "KWAISANG"

will be despatched on or about February 13th, for

SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT

SWETTENHAM and MADRAS.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE No. 213.

GLEN AND SHIRE

Joint Service of Steamers

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel Due Hongkong

Vessel	Leaves Hongkong	Discharges
"GLENSTRAE"	About 19th February	LONDON
"GLENNAVY"	29th February	GENOA
"GLENARIFFE"	End of February	GENOA & ANTWERP
"PEMBROKESHIRE"	Middle of March	LONDON

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.,

AGENTS: { The Glen Line, Ltd.
The Royal Mail Steam Packet Co.
Owners of "Shire" Line.

Tel. No. 213, sub. ex. 23.

Cable Address

Kawakisen, Kobe.

Bentley's, A.B.C. 6th Ed.

and Scott's Codes.

Telephone: Sanhomiy

2614, 2623.



KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP..... ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUKATA

Managing Director: Mr. MATSUYAMA

[The Company has on hand a Large Number of]

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:-

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, BUNKO, KOBÉ.

122

AMERICAN & ORIENTAL LINE

For NEW YORK:

S.S. "SUVERIC" via Panama February 11th.

For BOSTON & NEW YORK.

S.S. "LUCERIC" via Suez March 25th.

Subject to change without notice.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "MATOPPO" ... 14th February

LONDON & ROTTERDAM "SWAZI" ... 15th March.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the

undersigned.

THE BANK LINE LTD.

or to REISS & Co., Canton.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
MANILA, CEBU & ILOILO	"TAMING"	On 11th Feb. 5 P.M.
SWATOW & SHANGHAI	"SUNNING"	On 12th Feb. 10 A.M.
SHANGHAI and TSINGTAO	"CHINEAN"	On 15th Feb. D'light
SWATOW and BANGKOK	"KANCHOW"	On 15th Feb. 9 A.M.
SHANGHAI & PUKOW	"SEANTUNG"	On 17th Feb. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

Telephone 26.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCOW

AND RETURN.

(Occupying 9 to 10 Days).

HAICHING ... Capt. A. H. Stewart ... FRIDAY, 13th Feb. at 1 P.M.

QUINNEBAO ... Capt. J. Medina ... TUESDAY, 17th Feb. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO., General Managers.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"ARIOSTO"	... via Suez ...	20th Feb.
"ANTIOCHUS"	... via Suez ...	1st Mar.
"CHARLTON HALL"	... via Suez ...	20th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG & CANTON.

REISS & CO.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENS-

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SONALI"	5,700	13th Feb. Noon.	MARSEILLES & LONDON direct.
"NAGOYA"	7,000	16th Feb.	—Do—
"DILWARA"	5,600	16th Feb.	Straits, Ceylon, Bombay.
"ITOLA"	5,200	1st Mar.	Colomb and Bombay.
"KASHMIR"	5,000	9th Mar.	Marseilles & London via Cebu.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"MUTTRA"	4,600	19th Feb.	Straits, Rangoon & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	28th Feb.	Sandakan, Thursday Island, Queensland Ports and Sydney, Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"ARRATON APCAR"	5,000	16th Feb.	Shanghai & Kobe.
"BANCA"	5,400	16th Feb.	Moji, Kobe & Yokohama.
"DUNERA"	4,500	2nd Mar.	Shanghai

* Cargo only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. 1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 24ft. x 2ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

* Passengers tranship at Colombo to "Manila."

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ICONIUM" ... About Feb. 9th.

"CROSSKEYS" ... About Feb. 22nd.

"WHEATLAND" ... About Feb. 25th.

"ENDICOTT" ... About Mar. 16th.

"KLETON" ... About Mar. 30th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"MONTAGUE" ... About Feb. 21st.

"ABERCOR" ... About Mar. 5th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. (Fifth Floor, Hotel Mansions).

FOR NEW ORLEANS.

THE U.S. SHIPPING BOARD

S.S. "ASKAWAKE"

About Middle MARCH, 1920.

For freight space and particulars apply to—

THE ADMIRAL LINE.

Agents.

Telephone 477 & 478.

5th Floor. Hotel Mansions.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	Feb. 23rd
TENYO MARU	22,000	Mar. 11th
SHINYO MARU	22,000	Apr. 1st
SIBERIA MARU	20,000	Apr. 1st (from Yokohama)
PERSIA MARU	8,000	Apr. 19th

* Ombe Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO

SAN PEDRO, SALINO CRUZ BALBOA, ALLAO, ARICA

AND IQUIQUE

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 13th, 1920
SEIYO MARU	14,000	May, 11th.
KIYO MARU	17,900	July, 11th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

For all information as to rates, sailings, etc., apply to—

Telephone 2774 and 22

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

STEAMER & DISPLACEMENT

SAILING DATE

SHANGHAI, KOBE & YOKOHAMA ... "PAUL LECAT" ... 20,000 ... On or about 22nd Feb.

SHANGHAI (Only) ... "SCHARNHORST" 12,000 ... On or about 18th Feb.

MARSEILLES via SAIGON ... "PORTER" ... 10,000 ... On or about 18th Feb.

PORE COLOMBO ... "AMAZON" ... 10,000 ... On or about 18th Feb.

DJBOUTI SUEZ ... "PAUL LECAT" ... 20,000 ... On or about 20th Mar.

PORT SAID ... "PAUL LECAT" ... 20,000 ... On or about 20th Mar.

Cargo boat for EUROPE ... "COMMANDANT MAGES" ... On or about 26th Feb.

Call at MARSEILLES, if sufficient inducement offers.

GENOA, HAVRE, DUNKIRK, ANTWERP, ROTTERDAM.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER, Acting Agent, Queen's Building.

Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Tuesday, 17th February.

GENOA—Monthly service. Taking cargo on through Bills of Lading shipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CANADA MARU" ... Wednesday, 2nd March.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" ... End of February.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU" ... Monday, 16th February.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MADRAS MARU" ... Sunday, 22nd February.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Wednesday, 25th February.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 15th February.

For TAKAO via SWATOW and AMOY.

"BOSU MARU" ... Thursday, 12th February.

For sailing date and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

Tel. No. 744 and 745.

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